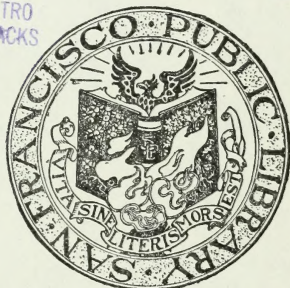


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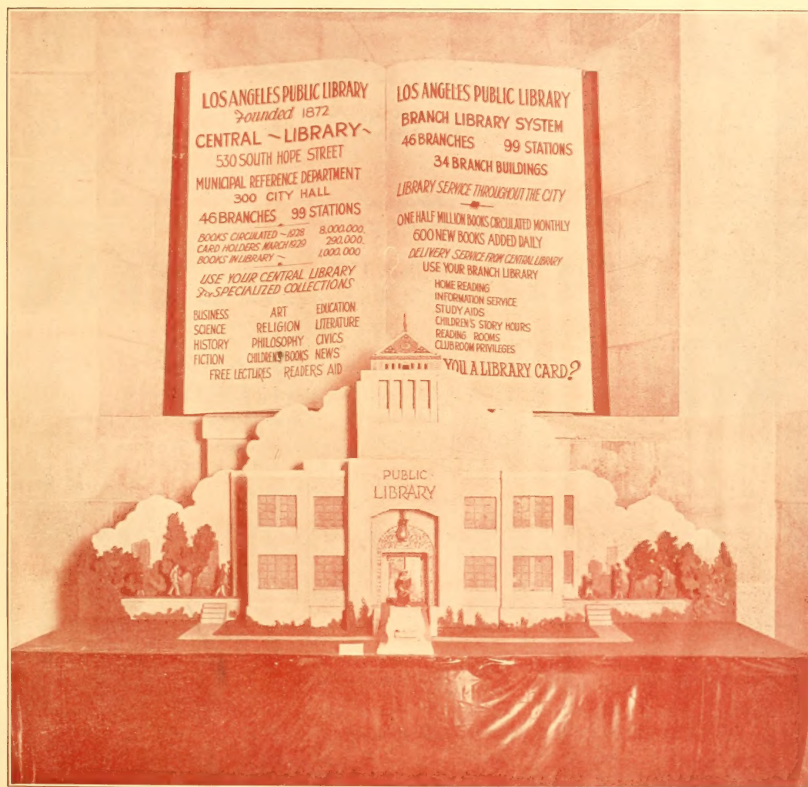
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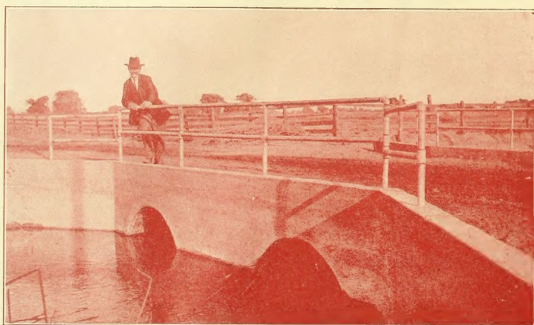
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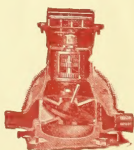
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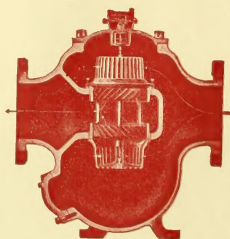
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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

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Thirtieth Year

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All matters pertaining to the League should be addressed to the undersigned

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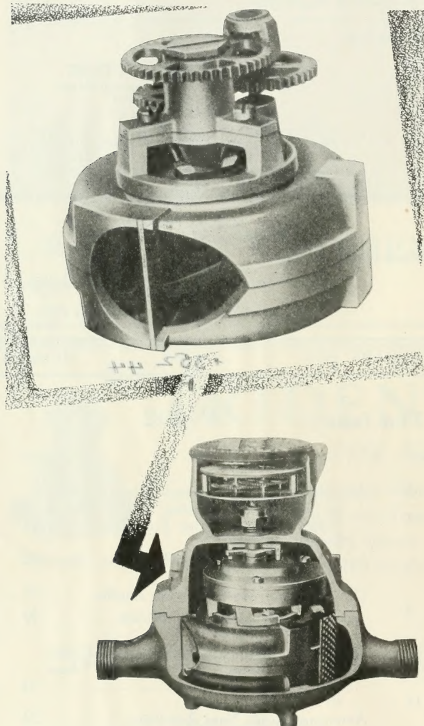
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INSIDE INFORMATION



Unit Construction

The interior working mechanism of Arctic and Tropic Meters is assembled in a single unit, consisting of the intermediate train (either open or oil enclosed). This unit is mounted on the top of the two part, snap joint, measuring chamber which encloses a three part vulcanized hard rubber disc.

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President's Page

by G. Gordon Whitnall, President

REGIONAL Planning Commissioner Carl Bush, of Los Angeles County, recently voiced a very pertinent question. He was analyzing a speech by a member of the county assessor's office, who, in describing the tax burden on land, included in addition to the regular tax rate, the assessment levied for a variety of public improvements.

The question Mr. Bush raised was: "Why did not the assessor include in his list the payments on our house, on our automobile, on our radio, on our washing machine and on everything else which we as citizens may be acquiring because we want them?"

Answers Own Question

Of course, he answers his own question by inference and that answer is that it is unfair to the public and to the government to charge to the cost of governmental operation the expense of those things which are not governmental in their nature. A property owner has every bit as much control over his consent to the buying—"improving"—of a street in front of his home as he has in deciding whether he will buy a home, an automobile, a rocking chair or anything else. The only difference between the home and its furnishings, and a public improvement paid for by special assessment, is that the former is usually bought from a business establishment while the latter is acquired through the local government which merely acts as agent.

On January 27, the so-called Couzens' Committee of the U. S. Senate, appointed to delve into the matter of telephones and radio, will convene. Mr. Milton Bryan, assistant city attorney of Los Angeles and chairman of the League's Special Committee on Telephone Rates, reports that cities from Washington to California are prepared to appear. Mr. Bryan, himself, as representing the League, has forwarded a most forceful document, the burden of which is the establishing of the fact that so far as California is concerned at least, the so-called telephone trust is not answerable

to the State Railroad Commission, and that the state, therefore, is greatly handicapped in dealing with rate matters with subsidiary companies within the state.

Urges More Authority

He urges that the Interstate Commerce Commission be granted authority of such scope as will make available through it the data with respect to the national organization that is essential to an effective treatment of rate problems within the separate states.

Incidentally, Mr. Bryan has just been appointed chairman of the League's special committee which the Oakland convention ordered to be appointed to devise an agency available to all municipalities in the state when dealing with rate matters.

In April, Uncle Sam will count all his nephews and nieces, as well as tabulate everything they are doing. This is an excellent opportunity for cities to conduct local surveys on taxes, assessments, zoning, utility services and other subjects the relationship of which to population affords valuable information. By making these local studies at the time of the Federal census, it will later be possible to intelligently compare conditions in one city with those of another.

On Saturday, January 18, the city of Tujunga was host to the Southern California Association of Clerks, Auditors, Assessors and Treasurers. The meeting was one of the finest of its kind probably ever held anywhere in the country. It is interesting to note that a similar group has been organized in the North, the next meeting of which will be held February 15 in Alameda. The entire board of directors expect to be present at that meeting.

Any bank that attempted to function without the services of the local clearing house association would be rapidly forced out of business because of its consequent isolation. The League of California Municipalities bears to the cities of the state the

same relationship that a clearing house does to banks. It is an evidence of good sportsmanship for a city to definitely affiliate with the League, and in that way contribute as well as receive. This is especially true beginning with January, when the League established full time headquarters with a full time manager and is in a fair way to establishing as fine a source of technical information as exists anywhere in the country. Modern municipal government has become a most technical profession, involving a variety of highly specialized subjects, and that city which does not take advantage of the most modern methods and most modern policies must inevitably fall at the tail end of the procession.

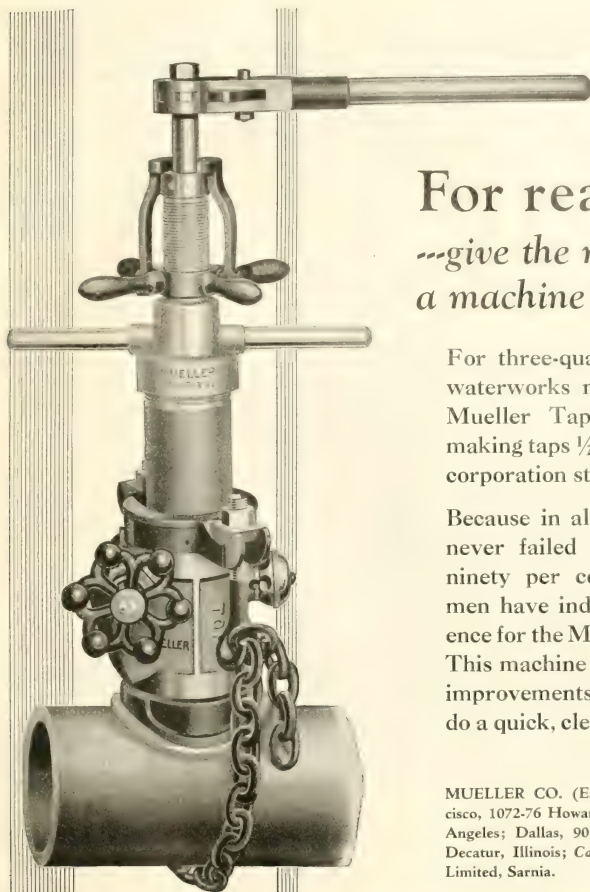
This magazine, PACIFIC MUNICIPALITIES, is the official organ of the League of California Municipalities. There is every assurance of a continued improvement in its quality and character. No city official can afford not to scrutinize its pages regularly. It is our "trade publication." I congratulate the management on the improvements being made.

Probably no subject connected with municipal government is receiving so much attention and producing so much discussion as that of "Special Assessments." All of the various state improvement acts which provide for some form of special assessment as a means of financing public work employ the same basic theory: that the cost of a project shall be distributed over property benefited and in proportion to the benefit. This policy is sound. Nevertheless there has been a great deal of recent criticism directed towards the employment of special assessments for the financing of certain kinds of improvement projects, notably highways, bridges, tunnels and drainage systems.

Subject Analyzed

A careful analysis of the subject reveals that the difficulty does not lie in the theory of the special assessments for benefits. The real difficulty arises out of a rather radical change in what constitutes the beneficiary. It has been

(Turn to Page 31)



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Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

PROCEEDINGS OF OAKLAND CONVENTION

FINAL copy of the proceedings of the Oakland convention has at last been received and sent to the printer. The proceedings will make a book of 250 pages, including index, and will form a most valuable addition to the library of any public official. Delivery may be looked for within the next two weeks.

The Oakland convention is universally acknowledged to have been one of the most important conventions in the League's history, and every city official in the state should be provided with a bound copy of the proceedings for future reference. The book is thoroughly indexed and cross-indexed.

Such timely matters as distribution of the gasoline tax money, work of the committee on public safety, cooperation with the railroad commission, municipal liability for accidents, limitation of special assessments, removal of dilapidated buildings, methods and costs of garbage disposal, city planning and zoning problems, tree planting, public health work, regulation of swimming pools and the law of aviation and airports were all exhaustively discussed at the Oakland convention.

Those of our readers who were unable to attend the convention should not fail to secure one of these books. Under the new constitution they are to be disposed of by the League at actual cost, and this will undoubtedly not exceed \$1.50 per copy.

* * *

The Late Dr. Browning

Those who attended the recent convention and were fortunate enough to have heard the masterful address of the late Dr. Browning on his story of how antitoxin is made and used in the control of communicable diseases, will be shocked to learn of the doctor's death, which occurred on December 29.

In the passing of Dr. Browning the League, and especially the health section, has suffered a great loss. No one in the entire state was more devoted to

the cause of public health than Dr. Browning, with whom the subject was a hobby.

At the time of the Oakland convention the doctor was a very sick man, and several times during the course of

victim himself. Surely he gave his life in a most holy and worthy cause. His death will be deeply deplored by all who knew him.

* * *

League Activities

In the report submitted to the Oakland convention I recommended the establishment of local branch organizations such as they have in the southern part of the state. These local organizations have been very successful and have done a great deal to maintain interest in municipal affairs and help in the cause of better municipal government.

Following out the recommendation, an organization of the Clerks, Auditors, Assessors and Treasurers of Northern California recently was formed at San Jose, John H. Lynch, the genial Clerk of the Garden City, being elected president. The next meeting is to be held at Alameda on Saturday, February 15. William E. Varcoe, former chairman of the Department of Clerks, Auditors, Assessors and Treasurers, has charge of the program. He is preparing a great treat for the visiting officials, which includes a clam chowder party, boat ride through the harbor and a visit to the Alameda Airport. On this occasion the new organization will have the board of directors of the League as its guests, and President Gordon Whittall is to be the principal speaker.

* * *

On January 17 the Mayors of the San Francisco Bay region formed another branch organization in the office of James Rolph, Jr., for the purpose of giving consideration from time to time to the local problems in which they are mutually interested. Mayor C. H. Christensen of Palo Alto was elected president of the new organization of Mayors.

* * *

Our readers will be interested to learn that since adoption of the new plan of organization there have been three meetings of the new board of directors, one in Oakland on October 11 at the close of the convention, another on November 16, and still another on January 11, the last two meetings having been held at San Francisco.

(Turn to Page 31)

In the Board of Directors of the League of California Municipalities. Meeting in the City Club, Los Angeles, January 11, 1930.

RESOLUTION

WHEREAS, Almighty God has called to eternal rest Doctor William F. Browning of Hayward, Secretary of the Public Health Section and one of the most loyal, devoted and enthusiastic supporters of the League and its work, now therefore, be it

RESOLVED, by the Board of Directors of the League of California Municipalities, that, in the death of Doctor Browning, the League has lost one of its most faithful adherents, one who has labored long and untiringly in the cause of better public health and in safeguarding the lives of children against the danger of communicable diseases.

RESOLVED, That these resolutions be spread in full on the minutes of the board, copies thereof be sent to the widow of the deceased and the city council of Hayward, and another copy published in the official organ of the league.

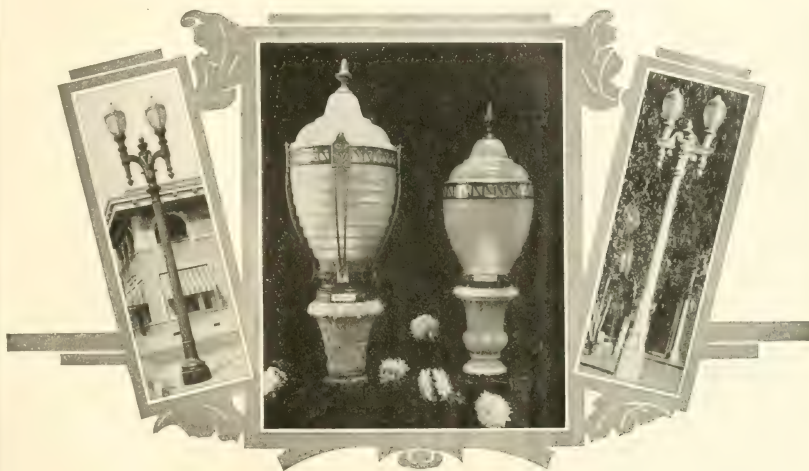
I, the undersigned, hereby certify that the foregoing is a full, true and correct copy of a Resolution adopted by a rising vote of the Board of Directors of the League of California Municipalities, meeting at the City Club, Los Angeles, Saturday evening, January 11, 1930.

WM. J. LOCKE,
Secretary-Manager.

his address he gave evidence of physical distress. But with the grim determination of a soldier who has an important message to deliver, Dr. Browning carried on to the very last. He had waged a valiant and successful fight against the Grim Destroyer in behalf of children only at last to fall a

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LOS ANGELES

Solving San Francisco's Garbage Problem

By M. M. O'SHAUGHNESSY
City Engineer

AT the election of November 5, 1929, the voter of San Francisco was asked to express his opinion on five separate propositions relating to the disposal of garbage. Four of these were questions of policy, placed on the ballot by the Board of Supervisors to aid it in coming to a decision on this question, which has been before that

1. Shall garbage be disposed of by incineration?
2. Shall the city establish a municipally owned and operated system for the collection of garbage?
3. Shall the city establish a municipally owned and operated system for the disposal of garbage?
4. Shall the city enter into an agree-

cover method on tidelands of the bay shore near the southerly boundary of the city.

The vote on the propositions is indicated below:

No.	For	Against
1.....	42,570	33,291
2.....	13,102	58,002
3.....	13,266	55,756
4.....	22,163	46,622
8.....	25,065	49,467

Two Questions

The campaign on these garbage questions narrowed down to the question of incineration as against fill and cover, and Proposition No. 1, endorsing incineration, carried, while all the other propositions lost; in other words, the Board of Supervisors has been instructed by the electorate to provide incineration for disposal of the city's garbage, and it is left to the judgment of that body whether this incineration shall be municipally or privately owned and operated—whichever may be the better bargain.

The circumstances leading up to this campaign have been quite interesting. Until 1896 garbage was collected and disposed of by scavengers who were controlled but little by city officials. Dumps existed on the various low-lying areas of the city, and to these the refuse was hauled. The dumps were picked over by scavengers looking for junk or other material of value, and these men burned the greater part of the combustible matter in the dumps. A large portion of the dumps consisted of material excavated from construction work. Most of these ancient dumps have since been occupied by buildings.

Franchise Granted

After the most available dumping places had been filled, the Board of Supervisors, in 1896, granted to certain interests a 50-year franchise for disposing of all the city's refuse by incineration, and an ordinance was passed fixing a rate of 60 cents a ton to be paid to the incinerator interests by the collecting scavengers for all material which should go to the incinerator. This company built a Thackeray destructor with a nominal capacity of 400 tons daily. The plant consists of thirty-two furnaces or burning cells in two nests, each of which has a flue to a central stack. There is no combus-



TYPICAL INCINERATOR INSTALLATIONS

Upper left: Toronto, Ontario, Wellington Street destructor plant. Upper right: New York City, 73rd Street destructor plant. Center left: New York City, ramp entrance, 139th Street destructor plant. Center right: White Plains, New York, Nye Incinerator. Bottom left: Miami, Florida, Nye Incinerator. Bottom right: New York City, 139th Street destructor plant.

body for many a year and has not been satisfactorily solved. The fifth question was an initiative proposition providing a hard and fast method of disposing of the city's wastes.

The four questions of policy were:

ment with some party to construct a privately owned and operated incinerator with a recapture provision in the permit?

The initiative proposition provided for municipal disposal by a fill and

tion chamber in this layout. The plant is still being operated, although it is in a woeful state of dilapidation. It is being operated for the city, which owns it now, by the Scavengers' Protective Association, which also controls the greater part of the garbage collection. The association is paid a dollar a ton by the scavengers for all refuse received at the incinerator, and, at present, it is destroying about 600 tons daily in a very incomplete manner.

The plant is conceded by practically everyone to be inadequate, insanitary, obsolete, and generally unsatisfactory. Some of the landowners in the neighborhood, under the title San Francisco Development Company, brought suit against the city as owner, and the Scavengers' Protective Association as operator, to obtain relief from the unpleasant conditions, asking that operation of the plant be discontinued, and that they be reimbursed for court costs. This action was filed in the Superior Court on October 4, 1926.

Demurrer Filed

On November 15, 1926, the city filed a demurrer, which was overruled on January 17, 1927. On May 17, 1929, the action was heard before Superior Judge Edmund P. Mogan. Some members of the Board of Supervisors testified, admitting that the plant was very much as noted in the complaint. It was not even denied that partially burned or burning matter was passed out of the chimney to lodge on adjacent roofs. It was admitted that excessive smoke and noxious smells were emitted. On June 5, 1929, the court held that the incinerator was a nuisance and should be replaced by a modern plant, but withheld final judgment to allow a determination of policy by the citizens in the forthcoming election.

Engineer Engaged

After the great fire of 1906, an eminent sanitary engineer of New York was engaged as consulting engineer to prepare plans and specifications for the construction of three modern high temperature incinerators in various parts of the city to dispose of the city's wastes in a modern manner. In 1908, after a campaign initiated largely by the Chamber of Commerce, the electorate authorized a bond issue of a million dollars with which to construct two of these incinerators, and to buy the old Thackeray destructor and the franchise which had been granted in 1896 for garbage disposal. Contracts for the construction of two Heenan-Froude incinerators were let, and land was purchased in two sections of the city upon which to build them. During the con-

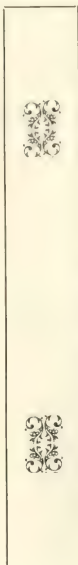
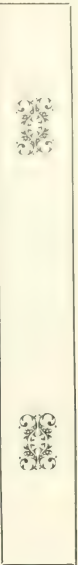


Photo by Chaffee

M. M. O'SHAUGHNESSY

City Engineer, San Francisco, recognized as one of the outstanding engineers in the world. He is a specialist on hydraulics and other branches of the engineering profession. He has been consulting engineer for many municipalities and identified with engineering projects throughout the nation.



struction of the first incinerator, the writer became City Engineer.

After inspection of a similar plant in the East, he was convinced of the impracticability of the plant under construction as applied to San Francisco's refuse, so he notified the contractor to discontinue work on the second plant, and to bring the first plant to completion so that it could be tested as soon as possible. Upon test, the plant failed to live up to the specifications, and was rejected by the Board of Public Works, but subsequently the contractor obtained judgment against the city for the cost of his work, on the grounds that the guarantees did not mean exactly what they had been construed to mean, and that he had done the best he could, considering the state of the art. It was at this time that the old plant and the franchise were bought by the city, by using a portion of the proceeds of the bond issue.

Permit Sought

After the rejection of the Heenan-Froude plant, the garbage question remained more or less quiet for some time, the old Thackeray destructor continuing in operation, although in a very unsatisfactory manner. Then propositions began to crop up from various interested parties for disposing

of garbage by various means. Considerable prominence was given to dumping at sea, and a number of propositions to do this were advanced, but the experience of our sister city, Oakland, has not encouraged us in the dumping at sea method. Although garbage from the city is dumped many miles out at sea, there are many complaints that the stuff washes ashore under the influence of the prevailing westerly winds to foul the ocean beaches. This experience is similar to that of New York City and other communities.

Fill and Cover Method

A group of contractors made strenuous efforts to acquire a permit for a fill and cover proposition in the neighborhood of Hunter's Point, proposing to dump the garbage on the tidal areas and cover it with the soil from excavations for buildings, streets, etc. They were unsuccessful in obtaining this permit, due largely to the health menace in setting up rat colonies as potential centers of bubonic plague infestation. We cannot forget the experience of the city in the bubonic plague visits from 1900 to 1908, nor the experience of Oakland in its garbage dump near Sixteenth Street in 1926, where bubonic plague-infested rats were found, nor the experience of

Los Angeles shortly prior to that time, when bubonic plague cost that city many lives and large sums of money.

No Progress Made

After extended discussion of the various methods presented for disposal of garbage, the Supervisors made no progress. Members of the Health Committee, on several occasions, visited the various cities of the East and of Canada to inspect incinerators and other methods of garbage disposal. In July of this year, the writer, with an assistant engineer, under instructions

from the Supervisors, visited Chicago, New York, Toronto, St. Paul, Minneapolis, Seattle, and Portland, Oregon, to inspect incinerators and investigate garbage disposal. His findings are incorporated in an extensive report, dated August 5, 1929, favoring the construction of an incinerator similar to the plant on 73rd and Exterior streets in New York City, or the plants in Toronto, and recommending the construction of an incinerator under specifications which would allow the benefits of competitive open bidding.

The report advises that the con-

tractors be required to show evidence of having sufficient means and ability to construct guaranteed plans under bond, and that guarantees should be made covering man hours per ton of refuse, power consumption, temperature limits, quantity of additional fuel, rate of burning in pounds of refuse per square foot of grate area per hour, freedom from nuisance, smoke, odors, etc. It is expected that, in the near future, the Supervisors will take some action on this report of the City Engineer.

Selling the City of Glendale to Its Citizens

By GLENN E. CHAPMAN, *City Clerk*

IF I were a salesman and the product I sold was door knobs or carpet tacks, or anything else for that matter, I would make it my business to know where the raw material came from and the conditions under which it was produced. I would also find out as much as possible about the method of manufacturing the finished article, also who would logically be the ultimate consumers.

Citizens Should Be Boosters

We feel that the citizens of this fast growing city apparently have been too busy with their own affairs to learn much about city government, how it functions, the departments necessary, what constitutes the official family, and how are the departments operating to the benefit of the taxpayer. In other words, Mr. Average Citizen who, of course, should be a salesman for the city, knows practically little about his own city government. It, therefore, follows that if Mr. Citizen is ignorant of the conduct of the affairs of his city, his schools, etc., he cannot become a convincing salesman or booster, and we, who consider ourselves in the "know," absolutely fail to understand why every citizen should not be a booster. If he does not know the answers to the various questions about his government, he must of necessity fall back upon generalization and omit specific statements that might very well be the deciding factor in whether or not his friends should move to Glendale.

Educational Program

So the "City Dads" decided to put on an educational program covering a period of twelve weeks in the form of pamphlets sent through the mail to each family and also to all who may be



GLENN E. CHAPMAN
City Clerk, Glendale

interested, "Tell-u-gram," as they are called, sent out each week.

To quote from Volume I, No. 1: "The knowledge is necessary. All who dwell within the city of Glendale, all who are concerned in its affairs by reason of property rights, or for any other reason, are certainly concerned vitally, because, among other considerations, the government, the commerce, the daily traffic, the financial welfare, the prosperity and the cultural activities of the city, as such, touches not only the pocketbooks of the people, but their very lives, as well."

The problem at first was whom to engage to put this idea across. He must, of course, be well known and one in whom our citizens would have the utmost confidence, one capable of putting our affairs under the microscope and analyze our government, as it were, and then have the ability to express his findings without fear or favor. It was finally agreed that no

one was better qualified for this important work than our own much beloved neighbor, John Steven McGroarty, author of the "Mission Play."

I again wish to refer to Volume I, No. 1, and quote Mr. McGroarty as follows: "I have never known any city to do this sort of thing before. When the idea dawned on me, and its nature was unfolded, I got a real thrill out of it.

The City's Archives

"It will be quite a task to dig into the archives of a city that has functioned and grown like magic for the past twenty-three years and has now a population of something in the neighborhood of 75,000 souls. I shall now come to know what a bank examiner feels like.

"The cause of most of the dissatisfaction in cities with city government arises, in my judgment, from a lack of information and understanding on the part of the citizenry.

"Well, the purpose of these pamphlets is to fully inform the citizen and taxpayer. When, if he has fault to find—as, indeed, he may—he will find fault intelligently and constructively. A fault-finder often has his useful place in the world. He may do some good fault-finding.

"In other words, the ideal city is the city in which its people and their public officials work hand in hand for the city's good."

You are supposed by this time, Dear Reader, to have a death grip on the idea and its purpose. If you would like to know more about it and just what each "Tell-u-gram" conveys, I would be very pleased indeed to mail you a set as far as we have gone and also additional copies as they are issued.

Historic Oregon City, Oregon

By FRED S. PERRINE

Secretary, Oregon City Chamber of Commerce

OREGON CITY, the western terminus of the famous Old Oregon Trail, was the first capital of Oregon, and the first incorporated civic community west of the Rocky Mountains. Oregon City also was the home of the first newspaper published west of the Rocky Mountains; the first Protestant church; the first mint; the first Federal Land Office; the first Masonic Lodge and the first brick store building in the United States west of the Rocky Mountains.

The great Willamette River's first power development was made at Oregon City and the first long distance electric power transmission in the world was made from Oregon City to Portland. Surely this beautiful city has done its share toward making history for the Pacific Coast.

Oregon City is the county seat of Clackamas County and is the center of a rich agricultural area. As an industrial city, Oregon City ranks among

CITY MANAGER



J. L. FRANZEN

Under whose supervision the city of Oregon City has made such noteworthy progress during the last few years

the highest of the smaller municipalities of the state, having a steady annual payroll of \$4,000,000, which is produced by the two large paper mills and the woolen mill of this city. These





Airplane view of Oregon City, Oregon

three concerns are among the largest and most modern on the Pacific Coast.

Oregon City's estimated population at the present time is 7500. Oregon City is not and has been never a boom town; its growth has been steady and substantial from the beginning.

In 1924 the old aldermanic system of city government in Oregon City was laid aside and a commission form of government instituted. It has been successful in every sense of the word. Great improvements in the city have been made, substantial savings to the taxpayers have been accomplished, and the tax rate has been reduced to the lowest figure in the history of the city. From indications the present bonded indebtedness will be eliminated by the year 1937.

Picturesque City

Oregon City is one of the most picturesque cities in the West. It is strategically located, commanding a view of the beautiful Willamette River. Three snow-capped peaks are visible from the residence section.

Oregon City has one of the two free municipal elevators in the United States and which carries passengers from the business section of the city to the residence section. The business and the residential sections are separated by a bluff 100 feet high. Before construction of the elevator persons who desired to go from one section of the city to the other were obliged to use four sets of steps which were approximately two blocks apart. After the construction of the elevator in 1914, at a cost of \$12,000, all of the

CITY ATTORNEY *Oregon City*



CHRIS SCHUEBEL

steps, with the exception of two sets, one near the elevator and the other at the southern end of the city, were removed. The elevator, pictures of which are shown in connection with this article, is operated eighteen hours each day, beginning at 7 o'clock in the morning.

The cost of operation of the municipal elevator for the year 1928 follows:

Salaries	\$3,060.00
Supplies and repairs.....	335.30
Power	802.93
Emergencies	220.80
Insurance	41.70
Total.....	\$4,460.73

Mayors of Bay Cities Organize Branch

Mayor Christensen of Palo Alto, Calls First Meeting in City Hall in San Francisco

ON January 16, 1930, at 8:30 p. m., in the chambers of the Board of Supervisors of San Francisco, Mayors from various cities in the bay metropolitan area met, with Mayor C. H. Christensen of Palo Alto presiding. William A. Smith, assistant secretary to the Honorable James Rolph, Jr., Mayor of San Francisco, was appointed temporary secretary.

Purpose Explained

The purpose of the meeting was to form an organization of Mayors of the bay metropolitan area and Mayor Christensen stated the reasons why he believed the organization to be a good one. A number of letters were presented from Mayors of various cities expressing their regret because of their inability to attend. Mayor Christensen suggested that this collective association of Mayors would be valuable, first, as an agency of governing bodies in matters relating to municipal affairs. Second, for the development of the San Francisco Bay metropolitan area and cities contiguous thereto. Third, to enhance the positions of Mayors. Fourth, great good may be had from the contacts, meetings and discussing matters of interest to all. Fifth, exchange of ideas on budgets, accounts, reporting on municipal affairs. Sixth, that the cities represented constitute a population of approximately one-third in this state.

Public Utilities Act

Mayor Rolph said that the City and County of San Francisco may, in the near future, by a vote of the people, pass a Public Utilities Act for the control of utilities.

Upon a roll call the following Mayors or their representatives were present:

Berkeley—Mayor M. B. Driver.

Burlingame—Mayor C. A. Buck.
Daly City—Mayor H. H. Smith.
El Cerrito—Mayor E. E. O'Brien.
Hayward—Mayor John Lee Wilbur.

Menlo Park—Mayor J. C. Ellis.
Palo Alto—Mayor C. H. Christensen; H. A. Mason, treasurer, League of California Municipalities.

Petaluma—Mayor W. J. Farrell.
San Francisco—Mayor James Rolph Jr.; George H. Allen, editor and general manager, *PACIFIC MUNICIPALITIES*.

San Leandro—Herbert Landes, representing Mayor J. W. DeCon.
San Rafael—Mayor William S. Nock.

Santa Clara—Mayor Max Kohner.
Santa Rosa—City Manager C. O. Dunbar, representing Mayor George R. Caden.

Sausalito—Mayor C. D. Phelps.
Vallejo—Mayor Fred H. Heegler.
Walnut Creek—Mayor E. B. Anderson.

The following spoke in the order listed as being heartily in favor of the organization as outlined by Mayor Christensen:

Mayor O'Brien of El Cerrito; City Manager Dunbar, of Santa Rosa; Mayor Kohner, of Santa Clara; Mayor Buck, of Burlingame; George H. Allen, editor and general manager of *PACIFIC MUNICIPALITIES*; H. A. Mason, treasurer League of California Municipalities, Palo Alto; Mayor Driver, of Berkeley; Mayor Rolph, of San Francisco.

Christensen Nominated

Mayor Rolph of San Francisco moved for the nomination of Mayor C. H. Christensen as chairman of the new organization. The motion was seconded by Mayor Kohner, of Santa Clara, and was unanimously carried. Mayor Christensen was elected chairman. Mayor Rolph of San Francisco moved that Mayor Christensen, of Palo Alto, the chairman, be fully authorized to select his own committee and to name a time and place for the next meeting. Mayor Kohner, of Santa Clara, seconded this motion, which was unanimously carried. Mayor John Lee Wilbur, of Hayward, spoke briefly, stating that the city he represented is endeavoring to have the government locate a hospital at or near that city and requested the cooperation of all to that end.

Mayor Heegler, of Vallejo, invited the organization to hold its next meeting in Vallejo. The matter was passed temporarily. Mayor Christensen suggested cooperation of the organization to help Sunnyvale procure a navy dirigible base. It was the consensus of opinion of all those present that wher-

ever one city or another needed assistance that the fullest cooperation be accorded.

Mayor Ellis, of Menlo Park, spoke briefly and suggested that the general line between the counties of San Francisco and San Mateo be erased for the benefit of all and everything concerned. Mayor Rolph, of San Francisco, spoke briefly and offered the cooperation and assistance of the City and County of San Francisco wherever and whenever needed. He stated that at any time any of the cities of the bay metropolitan area or elsewhere needed any of

the Santa Rosa fire apparatus was crippled. Dunbar stated that: "We received fire protection from San Francisco until our fire apparatus was fully repaired and in order again, and to date we have received no bill." He also stated that he hoped the time would come, and he believed it is here now, when we can make Mayor Rolph the head of our State, and that we need just such a red-blooded, big-hearted man as our executive in Sacramento.

The question as to the number of times the organization should meet each year was discussed by Mayor Christensen and various times mentioned. It was finally decided to hold the next meeting in Vallejo.

Vallejo Gets Next Meet

Mayor Heegler renewed his invitation that the next meeting of the organization be held at Vallejo. Mayor O'Brien of El Cerrito moved that the organization hold its next meeting at Vallejo, California. The motion was seconded by Mayor Wilbur of Hayward and unanimously passed. The date set for the next meeting was March 1, 1930, at Vallejo, the hour to be fixed by Mayor Christensen, or, if the members wish, they may spend the whole day at Vallejo.

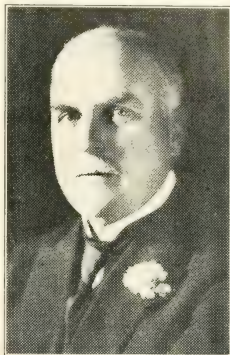
Mayor Driver of Berkeley spoke briefly and suggested that the organization should meet at least once a month and perhaps oftener until the organization is perfected and before the same has an opportunity to become "cold."

Mayor Rolph Thanked

Mayor Rolph left a standing invitation with all those present, or who may hereafter become members of the organization, to come to San Francisco at any time or hold their meetings here. With a little advance notice Mayor Rolph announced that the city would endeavor to entertain the Mayors. Mayor Wilbur of Hayward moved that we give Mayor James Rolph Jr. of San Francisco a rising vote. It was unanimously carried.

Upon motion of Mayor Christensen the meeting adjourned until Saturday, March 1, at Vallejo.

HOST



JAMES ROLPH, JR.
 Mayor of San Francisco

our policemen, firemen, police motorcycles or anything else we have, or mounted officers, it would be placed at their disposal upon request.

Mayor Anderson, of Walnut Creek, spoke briefly and interestingly of some of the city problems of Walnut Creek.

Mayor Christensen made a motion that H. A. Mason of Palo Alto be elected secretary. The motion was seconded by Mayor Anderson of Walnut Creek and unanimously carried.

Caden Lauds San Francisco

C. O. Dunbar, City Manager, and representing Mayor George R. Caden of Santa Rosa, paid tribute to San Francisco's enterprise and Mayor Rolph in which he touched upon Mayor Rolph's remarks regarding the probable amalgamation of San Francisco and San Mateo counties; that Santa Rosa would be proud to be a part of San Francisco; that Santa Rosa will not forget the helping hand stretched out by Mayor Rolph when

BURLINGAME DEPARTMENT OFFERS SCHOOL PRIZE

The Burlingame Fire Department, in order to encourage fire drills in the public schools, is presenting a silver trophy cup to the grammar school making the highest marks each month in fire drills. This cup will be held for the particular month by the school winning for that period.

New Application of Industrial Control for Traffic Signal Control

By D. J. PRUDHOMÉ

General Electric Company, San Francisco, California



Albany, California: G-E Novalux 1-way, 3-color signal and Novalux manual and automatic control

TRAFFIC signal installations in the West are rather recent, especially installations of the three-color type signal which is now becoming standard throughout the country. The practice along the Pacific Coast has been until recently to install a semaphore signal or mechanical signal indicating in words "Stop" or "Go." Each signal change is accompanied by the sound of a bell which rings for a period of from one to three seconds. The method

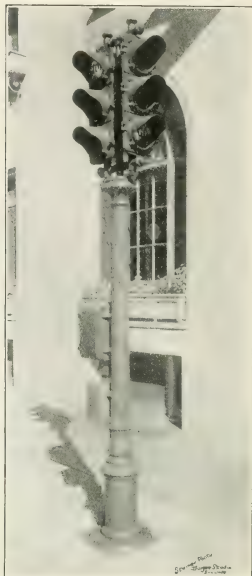
to starting by the sound of a bell. This has caused considerable difficulty in several new installations where a signal sequence as recommended by the National Committee on Street and Highway Safety has been recommended.

This standard, which is being adopted throughout the country, states that the signals should be mounted on the far right-hand corners of the intersection, which places them in the direct line of vision of machines approaching and stopped at the intersection, and that the signal sequence should be "green-amber overlap," that is, the amber light overlaps the green for the last few seconds of the green period, thus warning moving traffic of a signal change, but not warning the stopped traffic of a change so they will not tend to creep into the intersection before it is cleared.

It was found that the public had become so accustomed to starting by the sound of a bell that they did not realize they should start when the green light appeared in front of them and usually would hold up traffic for several seconds until an officer motioned them to move forward, or the honking of horns by the drivers in the rear woke them up to the fact that they should move.

This condition made it necessary to devise some method of operating a bell in conjunction with the green signal, so it would ring for one or two seconds at the start of the period. As this condition did not exist in the East, standard Eastern traffic timers were not designed for this purpose, so it was necessary to find some other means for operating the bell at the proper time.

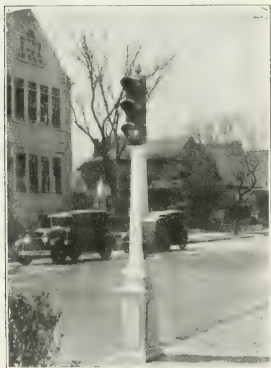
It was found that a definite-time relay was the best means of obtaining this operation. Two relays are neces-



Sacramento, California: Installation Novalux 3-color, one-way traffic signal and form 50 control box mounted on local standard

sary for each intersection, the operating coils being connected to the circuit in parallel with the green light; that is, one relay in each circuit as shown on the accompanying diagram. At the instant the circuit is energized the relay closes and energizes the bell until, after a definite time, depending upon the setting of the timing device, the bell circuit is opened. By removing the weights on the escapement shaft and adjusting the movement of the rack, a minimum time of $2\frac{1}{2}$ seconds was obtained. In some cases the bell ringing for this period of time was objectionable, so by moving the escapement shaft the time was cut down to approximately one second.

These relays are now being applied to the San Jose installation of traffic signals and control, involving a total of 24, or two per intersection. They are also being used on four installations of traffic operated signals installed along the State highway south of San Francisco. In this case it is particularly necessary to start the highway traffic as soon as the green signal appears, as the traffic is so dense on the highway that a few seconds of unnecessary delay usually causes a traffic jam that is difficult to clear.



San Jose, California: Novalux 2-way, 3-color traffic signal

of mounting the signals has also been such that the driver of the leading car stopped at an intersection has had to look diagonally across the intersection to see his signal indication. However, as the bell rings at each change, the local drivers have become accustomed

HERE'S ONE REASON!

CALIFORNIA ARMS COMPANY

MANUFACTURERS AND DISTRIBUTORS OF
ARMS AND EQUIPMENT
FOR USE OF
CIVIL AND MILITARY GOVERNMENTS

General Office: 225 11TH STREET
San Francisco, California, U. S. A.
CABLE ADDRESS "CALARMCO, SAN FRANCISCO" ALL CODES

January 7, 1930

Pacific Municipalities
1095 Market Street
San Francisco, California

Gentlemen:

In 1930 it is our intention to greatly increase the amount of space in Pacific Municipalities over that used by us during 1929 and it may be of interest to you if we explain our reasons for this step.

Our customers consist of city officials of the West Coast and we have found that advertising placed in your publication brings us tangible results in the form of orders. Many inquiries have been received by us that are directly traceable to Pacific Municipalities.

Advertising placed elsewhere has not brought us a single inquiry and we have therefore decided to use Pacific Municipalities as our sole advertising medium during the year nineteen thirty.

Accept our best wishes for the success of a very fine magazine.

Very truly yours,

CALIFORNIA ARMS COMPANY

L. L. Doane
(Sales Manager)

We Reach *All* the Buyers

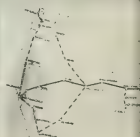
FLYING ENJOYED ALL YEAR



Hollywood Stars Visit Kern Airport
Bird Man's View of Kern River Oilfield

Stony Brook Sanatorium Uses Airplane for Transporting Patients.
Parasuits in National Air Races Check in at Kern Port.
Network of Beautiful Mountain Roads Seen from Air.

Map Shows
Eight Airports
in Kern County.



World's First County Owned Airport

By L. B. NOURSE

Secretary, Kern County Chamber of Commerce

KERN County first became air-minded in 1923, when an investigation of the airport possibilities of the county was started by the Kern County Chamber of Commerce. Howard Nichols, then chairman of the board of directors of the Chamber of Commerce, is at this time chairman of the Kern County Airport Commission.

During 1924 negotiations were started with the United States Government and the Postal Department relative to having the county seat, Bakersfield, on the air mail route through the San Joaquin Valley. Later, in 1924, the Kern County Chamber of Commerce, which, supported by the Board

of Supervisors, through taxation, secured a lease on 200 acres of mesa land northwest of Bakersfield and proceeded to level the ground, build an office building, provided a caretaker, as well as erected a hangar to accommodate several planes. This port has the distinction of being the first county-owned airport in the world.

During 1925 an air race meet was held at the above mentioned port, and interest continued to grow so rapidly that two schools of aviation were started, and after the Kern County Chamber of Commerce had nursed the idea along until 1927, when a new state law was passed making it pos-



HAROLD B. GRIFFIS
Supt., Kern County Airport
BAKERSFIELD, CALIF.

AT KERN COUNTY AIRPORT



Map Showing
Bakersfield on
Air Mail Route.

Sportsmen Fly Into County Mountain Airports for
Hunting and Fishing.
Army Planes Frequently Visit Kern County Airport.
Aerial View of Kern County Airport.

Supervisors and Air Commission Will Come
First Ford Plane.
Aerial View of Bakersfield Looking North
Toward Kern County Airport.

sible for the county Board of Supervisors to purchase land, provide and maintain an airport, a piece of mesa land one mile east of the ground leased was purchased by the county governing body and provided Kern County with an airport second only to Oakland and Glendale, as far as convenience to air traveling public is concerned.

Comprises 160 Acres

The local port comprises 160 acres and is 2,640 feet square, is about 100 feet above the city of Bakersfield, is easily located, and is easily accessible from four sides. A beautiful brick administration building, with every modern convenience, with large waiting rooms and rest rooms for men and women, telephone and telegraphic communication, residence for superintendent, two 40x40 hangars, two 50x40

hangars, one 60x40 hangar and a shop, 25x40. Two underground modern pressure gasoline service units have been installed with the possibility of two or three more major oil companies making similar installations. Runways are floodlighted and every obstruction for miles around has a red light, as well as a border of red lights completely around the field of 160 acres, all of which is available for landing or taking off. Three oiled runways 200 feet wide, varying from 1400 to 3700 feet in length, are kept clear at all times for planes and transports that visit the port daily. There is under course of construction, at this time, a new restaurant, modern in every detail, loading tunnel of the very latest type, ceiling light that will permit the United States Department of Agriculture with quarters in the administration building to give good nightly re-

ports hourly on the height of fog or cloud ceiling, the same as given hourly daily at local port. When the above mentioned improvements are completed the investment at the Kern County Airport will represent approximately \$300,000.

Port Operated by Commission

The Kern County Airport, which is owned by the county, is operated through a commission of five men appointed by the County Board of Supervisors and this commission appoints a superintendent, who at this time is Harold B. Griffiths, formerly with the Santa Fe system. The members of the local airport commission are: C. Howard Nichols, chairman; Eugene B. Duncan, secretary; Raymond Gray, C. L. Gibson and Don Cardiff. The Kern County Airport is a department under the supervision of Supervisor

J. Perry Brite, who has made a careful study of the principal airports of the Pacific Coast and has contributed much toward making this one of the most popular airports in the state. Including the port at Bakersfield there are eight airports in the county, the other seven being located at Delano, Kernville, Maricopa, Mojave, Taft, Tehachapi and Wasco, the local commission lending at all times valuable assistance to these ports. The Supervisors have either purchased or leased the sites for the various communities and provided airports or landing fields.

AIA Government Rating

Kern County is noted for doing things right and can rightfully boast of some of the finest and best public buildings of any county in the West, and the same holds true in equipping the Kern County Airport. The local port is given an AIA government rating and is not only one of the most popular ports in the state, but offers possibilities to the industry that will undoubtedly be recognized by large manufacturers desiring sites where test flights can be made every day in the year. Seldom is there a day in the year when the sun is hidden or flying conditions are so that several hours cannot be enjoyed in the air at Kern County Airport.

Passenger and Mail Service

When the Transcontinental Air Transport inaugurated its first transcontinental service from the Pacific Coast to the Atlantic Coast, Bakersfield, or the Kern County Airport, was chosen as the Pacific Coast junction. Air liners leaving Los Angeles would meet the ship from San Francisco and pick up passengers from the northern metropolis going east. The Pacific Air Transport has two-passenger mail and express planes from the north and south that land in the Kern port daily. The Maddux line also has two ships that pick up passengers here daily. The Continental Line expects to resume a similar service within a short time.

Strict Regulations for Safety

Manager H. B. Griffiths, through his very efficient and active commission, has established regulations and rules for flying here for local aviators that in every way extends the visiting ships every courtesy, and this not only protects the pilots and passengers of visiting ships, but is appreciated by them and has kept the accidents at the Kern port to nothing. Crack-ups of some kind or another may happen, no matter how careful those on the ground try to be, but no plane leaves the port

or lands when a visiting ship signifies its desire to land here. Manager Griffiths lives on the port in a neat bungalow provided for him and spends twenty-four hours a day there. Courteous attendants are always on duty to extend every courtesy to the traveling public, and at night the runways are floodlighted for convenience of chartered or visiting ships coming in from Los Angeles. They may be sportsmen coming to Kern County on a hunting trip or a load of oil men on a scouting tour. More than 50 per cent of the oil-producing area of the State of California is located in this county.

Three Schools of Aviation

There are three schools of aviation operating at the Kern Airport at this time: Cardiff and Peacock School of Aviation, Golden State Airways, Inc., and Kern County Air Service with one plane that is a sister ship to the Spirit of St. Louis. Another aviation school to be known as the Kern County School of Aviation, with a new Lincoln-Paige trainer, is scheduled to start within a few days upon the arrival of the new equipment.

Patronage of Air Travel Grows

The report of Manager Griffiths for the last three months shows a steady and healthy gain over each preceding month. During July, August and September 2264 passengers passed through the Kern port. During the same period there were 780 foreign or visiting ships visited the port.

Ships through—

July	251
August	254
September	275

Passengers through—

July	564
August	769
September	931

During the same months there were 999 flights made by local aircraft, carrying 809 local passengers. The flying time for local aircraft was 584 hours.

ANNUAL REPORT OF THE SECRETARY-TREASURER

Southern California Association of City Clerks, Auditors, Assessors and Treasurers

Ventura, Calif., Jan. 7, 1930.

THE Southern California Association of City Clerks, Auditors, Assessors and Treasurers has grown considerably, both in interest and in attendance, under the generalship of our president, J. Oliver Brison, during the past year, as shown by the following chart:

Date	City	Attendance	Cities represented
Feb. 16—	Compton	45	15
Apr. 20—	Pasadena	81	27
June 15—	Glendale	110	32
Aug. 17—	San Buenaventura	176	31
Nov. 16—	Signal Hill	211	32

That compilation gives us an average attendance of 125 for each meeting of the year, and I believe that is a record of which we can be justly proud. We have about 275 to 300 names on our mailing list. Of course there are a few cities that we have not been able to induce to partake of the benefits of the organization, but in time we hope to get them all converted so that the good experienced by us can be enjoyed by all the officials of Southern California.

FINANCIAL REPORT

Period ending January 7, 1930

Receipts—	
Dues for the year 1929	\$78.50
Dues for the year 1930	15.00
Total receipts	\$93.50
Disbursements—	
Expenses a/c stamps for notices	\$21.20
Engraving plate for gavel presented to League	7.50
Refund to Victor McCarthy—Excessive payment of dues .....	.50
Other expenses (rubber stamp) .....	.60
Total disbursements	\$29.80
Balance on hand, Jan. 7, 1930	\$63.70

In commenting on the financial report, I should like to say that the reason that our expenses have been so small for the year is that we have been fortunate in having most of the announcements of our meetings donated, so our greatest expenditure has been for the item of stamps.

The subpoena notices for the Glendale meeting were printed by Wilvert's Printing Studio of Ventura, and presented to us with their compliments.

There are a number of cities on our roster which have not paid the 1929 dues, but for the most part they do not participate in the activities of the organization. However, there are some delinquencies that I am sure we can collect, and may I request that all cities represented here today see to it that their 1930 dues are paid as promptly as possible.

I should like to express my appreciation to Mr. Brison and all the members for the splendid cooperation received during the past year. I have enjoyed my work as secretary-treasurer and will do my best to see that satisfactory service is rendered to you this year.

Respectfully submitted,
RUTH E. MEILANDT,
Secretary-Treasurer.

IT IS with gratification that we announce that Mr. J. H. Jamison, formerly Assistant City Manager and Purchasing Agent for the City of Berkeley, has become associated with our firm.

Mr. Jamison will have charge of our new department, organized especially to handle the insurance problems of counties, cities, school districts, and other governmental agencies.

W. T. CLEVERDON CO.,

Insurance Brokers Average Adjusters

FIFE BUILDING

SAN FRANCISCO



*The value
of a
good
reputation*

OFTEN intangible assets are overlooked by a manufacturer even though it is very evident that the public is guided almost wholly by such appeals as fairness, sincerity and good reputation.

But these assets do not come easily. They cannot be bought or borrowed. They do not exist in iron, steel, or machines, but in the soul of the organization itself. Thirteen years ago L. H. Bill insured the good reputation of Fageol trucks and Safety Coaches by setting a standard, known as the "Bill Principle of Manufacture." To this ideal, zealously followed, we attribute Fageol's intangible

assets. When buyers say that the name Fageol on a truck is sufficient proof that it is all it should be, surely our efforts have not been in vain.

It would have been easy over these years to compromise with low price or get the substitution habit; but the "Bill Principle" has become an unchanging law.

"Produce the best equipment or produce nothing" offered no evasion, and we are glad, because the good reputation of Fageol has never been questioned.

FAGEOL MOTORS COMPANY

OAKLAND, CALIFORNIA

"There is a Fageol model for every trucking job"

ASK FOR A DEMONSTRATION AT ANY FAGEOL SALES OFFICE

series of city government talks were presented by city officials. These talks were arranged and sponsored by Miss Josephine Hollingsworth, librarian at the Municipal Reference Library, and were designed to cover the major functions of the city government. Five evenings were set aside for this purpose, and twelve officials, actively engaged in the administration of the city's business, appeared on the program. These talks were augmented by special appearances of department heads before civic associations. Other improvement groups took advantage of an invitation to conduct a special civic meeting at the City Hall, at which time officials were present to speak and answer questions.

Attendance

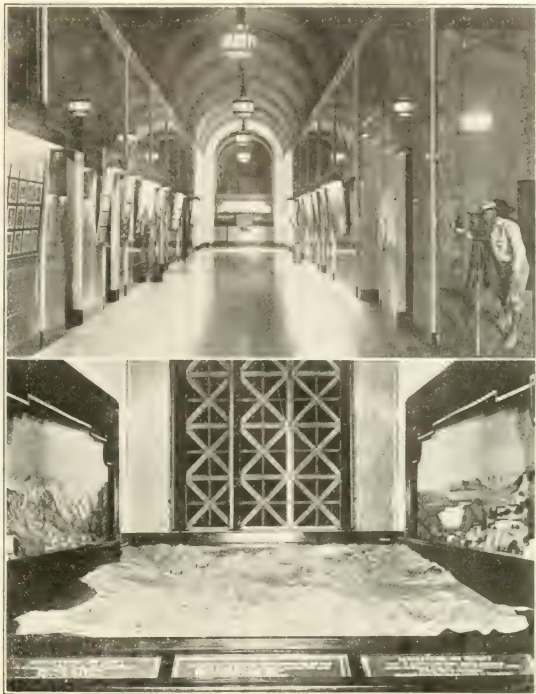
The attendance during the 87 days that the exhibit was on display has been estimated at 270,000, or the approximate equivalent of one-fifth of the population of the city. However, of this number there were many tourists and visitors to the national conventions of the Shriners and the Elks. Many favorable comments were made by these visitors and it is anticipated that impressions taken away will have a beneficial influence in the formation of exhibits in other cities.

Much to the satisfaction of city officials, an unexpected interest in the displays was taken by high school teachers and students, many of whom prepared a paper or thesis on the exhibit or city government. The exhibit also afforded many city employees for the first time a complete inside picture of the extensiveness of the municipal government. In this connection the exhibit was beneficial in promoting greater coordination among departments and in arousing an enlarged sense of responsibility and pride among employees.

Open Day and Night

The exhibit was open every day, except Saturday afternoons and Sundays, from 8 a. m. to 5 p. m., and on Monday evenings until 9:30. Many who could not attend during office hours viewed the exhibits on Monday evenings, at which time also it was possible to visit the tower room on the twenty-fifth floor for a night panorama of the city and surrounding areas.

A Municipal Exhibit Register was maintained for the signature of any who cared to sign. It was observed that local residents were less likely to sign than out-of-town visitors. The signatures of many travelers from foreign countries appear upon the pages of the register, and the number of these was a revelation to city officials.



Upper picture: South corridor of City Hall, showing how exhibit panels were displayed. Picture shows about one-fifth of total exhibit. Lower: Exhibit showing relief map of the Los Angeles Municipal Water and Power Supply.

The actual outlay for the exhibit expended in printing, radio broadcasting, the purchase of photographic materials, lumber, wallboard, paint, electrical supplies and incidentals amounted to \$3,785, or less than 1½ cents for each visitor at the exhibit.

GROUND WATER MEETING IN LOS ANGELES JANUARY 27

Plans for a comprehensive study of the ground water situation of the Los Angeles Basin will be discussed at an all-day conference of leading civic officials of the areas involved January 27 at the Los Angeles Chamber of Commerce. Call for the meeting was issued by W. S. Rosecrans, president of the Los Angeles County Conservation Association, with the statement that the object of the proposed survey is to determine practical means for artificial and natural replenishment of present resources.

In addition some of the larger departments spent a few dollars on their exhibits, although in practically all cases there were no additional expenditures aside from the time of employees in the preparation of exhibit material.

During the conference, which is to start at 10 a. m., a tentative study of the requirements of the project will be presented and an effort made to develop a coordinated plan acceptable to all. The delegates will be entertained by the Chamber of Commerce at luncheon, with Governor Young and Mayor Porter as specially invited speakers. The governor will discuss conservation problems of California with special reference to water, and several conservation experts also will talk on various phases of the conference topic. A two-hour afternoon session will close the meeting.

Amendments to Motor Vehicle Acts

By EARL J. SINCLAIR
City Attorney of Berkeley

IN VIEW of the recent amendments to Sections 155 and 120 and the addition of Section 8½ to the California Vehicle Act by Chapter 253, Statutes of 1929, there has been no little amount of disturbance created in a large number of cities throughout the State. In substance, these sections require that "every officer, when on duty for the purpose of enforcing the provisions of this act, shall be dressed in a full distinctive uniform," and that no officer shall "use an automobile for patrolling public highways in the performance of such duty, unless such automobile is painted a distinctive color such as may be determined upon by the division of motor vehicles." The color which has been determined upon by that body is white.

Speed of Vehicles

Further, "in any prosecution under this act upon a charge involving the speed of a vehicle, any officer or officers arresting or participating or assisting in the arrest of the person so charged shall be incompetent as a witness or witnesses . . . when an automobile was used by such officer or officers in violation of the provisions of this act, or the officer or officers were not in full uniform." Also, "the court shall be without jurisdiction to render a judgment of conviction upon the testimony procured . . . by any such officer or officers so using an automobile not in conformity with the act or not in full uniform." "The provisions of this act regulating the speed of vehicles do not apply to authorized emergency vehicles . . . when such vehicles are being operated in the chase or apprehension of violators of the law." But inasmuch as "authorized emergency vehicles" are defined as "every vehicle *publicly* owned and operated by a police . . . or traffic law enforcement officer" it would seem to follow that many cities throughout the State are thereby prevented from enforcing the speed laws of the State under their present system, even if their automobiles are painted white, since a large number of cities do not have *publicly* owned automobiles in use by their police officers.

Motorcycles Not Affected

There is nothing in the amendments applying to motorcycles. Section 155 of the act merely uses the word "automobile." As defined by Section 4 of

the act, the word "automobile" means "every vehicle, as herein defined, except motorcycles." Hence, it would seem that motorcycles could be used regardless of whether publicly or privately owned, and regardless of color, and the testimony of the arresting officer would be admissible in a prosecution upon a charge involving the speed of a vehicle within the meaning of Section 155. But the officer must be in full uniform. However, if the motorcycle were *privately* owned it would not be within the exceptions to the speed laws under Section 120 of the act as an "authorized emergency vehicle," as defined by Section 8½ of the act. In such case, an officer apprehending a speeder would himself be violating the speed laws. Nevertheless, his testimony would be admissible under Section 155 of the act.

Scope of Amendments

The scope of these new amendments to the California Vehicle Act, then, is confined to the use of *automobiles* by police officers for the purpose of enforcing the provisions of the act in regard to speeding. In considering the effect of these new amendments, it is well to classify cities in the State under two general headings:

1. Cities which have publicly owned automobiles in use by their police officers;

2. Cities which do not have publicly owned automobiles in use by their police officers.

1. Cities falling under the first classification need not be concerned about the new amendments so much as those falling under the second classification. The new amendments only apply where an officer is on duty for the purpose of enforcing the provisions of the act in regard to speeding. Hence the only new requirement to be met by the cities falling under the first classification is that of painting those automobiles white which are used for the purpose of enforcing the speed laws. An officer on duty, *not* for the purpose of enforcing the speed laws, need not comply with the provisions of the new amendments.

Where Amendments Apply

It is only where an officer is on duty for the purpose of enforcing the speed laws that these new amendments have any effect. If this were not so, the work of detectives and police officers

engaged in trailing criminals would be extremely hampered by the use of automobiles painted a distinctive color. It would seem that, in cities under this classification, an officer could make *casual* arrests for speeding if such officer were on duty *not* for the purpose of enforcing the speed laws of the State. In such case, the automobile need not be painted white.

Section 155 provides that no officer, "when on duty for the purpose of enforcing" the speed laws of the State, "shall use an automobile . . . in the performance of such duty, unless such automobile is painted" white. An officer on duty, *not* for the purpose of enforcing the speed laws of the State, would hardly come within the meaning of this section of the act. But the automobile must be publicly owned.

Problem Not Difficult

The problem, therefore, from the standpoint of those cities having publicly owned automobiles in use by their police officers, is not a particularly difficult one. By simply painting those automobiles white which are used for the purpose of apprehending violators of the speed laws, the new amendments can be very easily complied with, as long as the arresting officer is in full uniform when making the arrest.

2. There is more reason for concern over the new amendments in those cities which do not have publicly owned automobiles in use by their police officers. In cities under this classification, if an officer makes an arrest for violation of the speed laws of the State, he himself violates the provisions of the act by not making his arrest in a publicly owned vehicle, and is therefore incompetent as a witness in a prosecution upon a charge involving the speed of a vehicle.

Authorized Emergency Vehicle

A *privately* owned automobile is not an "authorized emergency vehicle" within the meaning of Section 8½ of the act. That section confines "authorized emergency vehicles" to those *publicly* owned. Section 120 of the act, providing for exceptions to the speed laws of the State, includes only "authorized emergency vehicles." Hence, not only is an officer, making an arrest in cities under this classification, incompetent as a witness against the speeder under Section 155 of the Act,

A Permanent Street of Concrete

One of the interesting
outlying developments
in Los Angeles is that
of the Leimert Park
Subdivision. View at
right is West 43rd St.



Where the ultimate traffic needs of an
important street may necessitate widen-
ing, a central parkway makes practical
provision for the future. The scene
above is of 8th Avenue near West 43rd
Street, in the Leimert Park Subdivision
at Los Angeles.

THE rigid, lasting qualities of concrete are never more definitely proven than where it forms the paving for streets and highways. Year after year, it maintains its smooth and attractive surface, free from the effects of the elements or the traffic.

It is impervious to the hot beating sun of mid-day summer. Ruts and grooves are foreign to it. It is *safe*! Even in wet weather rubber tires hold securely on its rigid, gritty surface. It is naturally clean—and permanently beautiful.

In ever-widening areas of new real estate developments portland cement concrete is being favored for street paving. And it is contributing noticeably to more stable investments and income-producing property.

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Los Angeles • San Francisco

but by the same section, the court is without jurisdiction to render a judgment of conviction upon the testimony procured by such officer so using an automobile not in conformity with the act.

This would seem to prevent cities falling under the classification from enforcing the speed laws of the State even if the automobiles are painted white. Nor can an officer on duty, *not* for the purpose of enforcing the speed laws, make *casual* arrests for speeding under the terms of the act, if the automobile is not publicly owned.

In making such an arrest, the officer

himself violates the provisions of the act as set out above, and his testimony as a witness would not be admissible in a prosecution against the speeder under Section 155 of the act. The problem, therefore, from the standpoint of those cities which do not have publicly owned automobiles in use by their police officers, is a more difficult one than that of cities falling under the first classification. In order to enforce the speed laws of the State, cities falling under the second classification must spend, what in many cases will be, a prohibitive amount of money in acquiring publicly owned vehicles.

MEETING OF CALIFORNIA (NORTHERN) CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS' ASSOCIATION

Held in San Jose, California, on December 27, 1929

By B. L. HAYS, *Secretary*

FROM 9:15 to 10:30 an open discussion was held and the meeting was called to order at 10:30 a. m. by Acting Chairman Frank C. Merritt, City Clerk of Oakland, the following being present:

Alameda—W. E. Varcoe, City Clerk; William J. Locke, City Assessor.

Berkeley—Harold L. Hock, Assessor.

Burlingame—Frank A. Bloom, Treasurer; James R. Murphy, Clerk.

Hayward—M. B. Templeton, City Clerk.

Los Gatos—Donna Winning, City Clerk.

Mountain View—B. L. Hays, City Clerk.

Oakland—Frank C. Merritt, City Clerk; Clyde K. Wallace, Deputy Clerk.

Sacramento—Harry G. Denton, Clerk.

San Francisco—George H. Allen, editor and general manager, PACIFIC MUNICIPALITIES.

San Leandro—E. F. Hutchings, City Clerk; Paul W. Brannon, Treasurer.

San Rafael—Eugene W. Smith, City Clerk.

San Jose—John J. Lynch, City Clerk.

South San Francisco—Dan McSweeney, City Clerk.

Sunnyvale—Ida Trubschenck, City Clerk; C. C. Spalding, Treasurer.

Vallejo—George Hildreth, Auditor.

Watsonville—M. M. Swisher, City Clerk.

The following officers were unanimously elected: John J. Lynch, City

Clerk of San Jose, to office of president; George Hildreth, Auditor and Assessor of Vallejo, to vice-president; B. L. Hays, City Clerk of Mountain View, as secretary-treasurer.

President Lynch's first act was to read the prospective by-laws and appoint a committee to draw up a constitution for the new organization. This committee consisted of W. E. Varcoe, City Clerk of Alameda, chairman; B. L. Hays of Mountain View, and Harold J. Hock of Berkeley.

Harold J. Hock, City Assessor of Berkeley, gave an address on tax assessments, after which the meeting adjourned for luncheon at the Sainte Claire Hotel and reconvened at 1:30 p. m.

At the noon luncheon W. J. Locke and Frank Merritt spoke on the last two meetings of the southern organization which they attended and pointed out the many advantages to us in forming a local organization in this part of the country. Mr. Allen of PACIFIC MUNICIPALITIES discussed the magazine.

Upon the invitation of City Clerk Varcoe it was voted to hold the next meeting on February 15 at Alameda.

George Hildreth of Vallejo extended an invitation to the members to hold the April meeting in Vallejo.

City Clerk W. E. Varcoe of Alameda read the proposed constitution and by-laws which were discussed by the assembly.

Upon motion of City Clerk Varcoe, seconded by City Clerk Frank Merritt, it was voted that the constitution and by-laws as prepared be adopted, with the exception of the name for the organization which was laid on the table until the February meeting.

ANTIQUATED ROADS NEED REBUILDING

By E. E. DUFFY

THE vast mileage of antiquated roads and streets would serve as an excellent starting place in a public works program for stabilizing industry.

There are more miles of inferior highways in the United States than good. It may be further stated that most pavements are poor. In days gone by any pavement was classed as satisfactory that kept the vehicle and the pedestrian out of the mud, but in this hey-day of the automobile a first-class pavement must do more than that—it must provide a smooth riding surface and its cost of maintenance must be low.

Poor Pavements' Upkeep

Upkeep costs of poor pavements amount to a staggering figure for even the small community. The outlay for patches goes on year after year and it is no mean guess to say that the amount parsimoniously spent during ten or fifteen years would be great enough to have purchased new pavements with enough left over for a substantial down payment on a new city hall or sewerage system.

An indication of how important an even flow of construction is to economic well-being is given in the yearly unemployment figures, exclusive of highways, which show that from 200,000 to more than 400,000 laborers on the average are out of work. The community that would have the buying power of its citizens on a comfortable basis had best keep constant watch on needed construction—and build.

Public works construction is needed at all times to serve as an undercurrent for the stimulation of business within the community. There is no greater indication of prosperity than a paving mixer busy lifting its huge skip up and down.

Lewis Asphalt Engineering Corporation, 30 Church Street, New York, N. Y.

Bulletin 8A, Krodproof; a successful effort to utilize the protective value of a proper asphalt in a cold application without converting it into a paint by recourse to solvents or other deteriorating influences, all of which injure the valuable properties of the asphalt itself. The value of asphalt in waterproofing masonry and in protecting steel from the attacks of moisture, acids, alkalis, acid fumes and corrosive gases generally is universally acknowledged. The problem has been one of application—of placing the asphalt on the surface it is to protect economically, without special heating equipment or highly skilled labor. Krodproof is the solution of that problem.

NON-SKID!

The safe pavement for winter driving!



When you must drive on a stormy night, with rain cascading down the windshield, you know you are safer as soon as you strike Non-Skid Asphaltic Concrete, the pavement that definitely lessens motor hazards!

Stone chips pressed into the Asphaltic Concrete surface provide a smooth, attractive ribbon of highway with just enough tiny indentations to afford automobile tires a sure, firm grip in all kinds of weather.

Safe DURABLE Asphaltic Concrete usually costs less to construct than other hard-surface roads. Scores of Asphaltic Concrete highways, with little or no upkeep expense, are still adequately serving heavy traffic after 20 or more years of constant use!

Before paving—it will pay you to investigate Asphaltic Concrete.

STANDARD OIL COMPANY OF CALIFORNIA

Los Feliz
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for best
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Asphaltic CONCRETE

NON-SKID pavements

If you mention Pacific Municipalities it will help



They return to the desert

Just a year ago—last winter—they discovered the desert. A globe-wanderer had pictured for them a miracle in restfulness; strange to the California they knew yet curiously a part of it.

Thus their visit to Palm Springs... There, and at neighboring Indio, they found unique hotels which had cheated and charmed the desert. They learned why, before them, fame-marked author, song-writer, financier, had sought out these oases.

Now they were returning to the desert. The reason? You will catch some part of it in their stumbling phrases: "escape...vague peace...the open sky...winter sun...low-swung stars of the desert night...creaky, leathery song of the saddle...informality...tranquility...purple shadows...rest."

Stumbling phrases. But there is no mental mirage about the winter resorts of this Southern California magic desert. America has discovered the desert. Up from the Salton Sea it rolls its arid way and stops before the palmed oases close-nestled against Mt. San Jacinto.

In Southern Arizona, too, they have discovered, on high mesa, comfortable ranchos where life steps up to enjoy the dash, color and old-time spirit of the hard-

riding, calf-branding, bronco-busting West.

Southern Pacific directly and exclusively serves these distinctive resorts. You can stopover on your way to or from the East when you use **SUNSET ROUTE** (San Francisco to New Orleans thence north and east by rail or by Southern Pacific steamship to New York) or **GOLDEN STATE ROUTE** (Los Angeles to Chicago via El Paso and Kansas City). Only Southern Pacific offers four great routes. Go one way, return another.

Hotels open from October to May. Reservations should be made well in advance. At Indio: La Quinta; at Palm Springs: Desert Inn, The Oasis, El Mirador.

Non-day's highest temperature averages 81°; nights average 45°.

Write to F. S. McGinnis, 65 Market Street, San Francisco, for booklets—"Southern California Desert Winter Resorts;" "Guest Ranches of Arizona."



Rooms en suite...every refinement of travel comfort distinguishes these trains—"Golden State Limited," "Sunset Limited."



Just say I saw it in Pacific Municipalities

Southern Pacific

Four Great Routes

Southern California Association of City Clerks, Auditors, Assessors and Treasurers

Tujunga, California, January 18, 1930

By RUTH E. MEILANDT, *Secretary-Treasurer*

RESOLVING to start the new year right, about one hundred and twenty members of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers journeyed to Tujunga, in the valley of the million-dollar views, for the first meeting of 1930.

With Bertha Morgan, genial City Clerk of Tujunga, as hostess, a delightful luncheon was served in the banquet hall of the Methodist church. The tables were colorfully decorated with flowers, furnished by Mrs. Bertha M. MacDonald of Tujunga. Programs furnished by the courtesy of Robert A. Oliver, printer of Tujunga, were found at each place and set forth the events of the day.

Individual Introductions

At the close of the luncheon President J. Oliver Brison called for individual introductions and representatives from twenty-six cities arose and made their presence known. Introductions revealed the fact that Stephen I. Smoot, plumbing inspector of Los Angeles, was a special guest of the day and he was welcomed by President Brison. Mr. Smoot responded, expressing his interest in the organization.

Report of the secretary-treasurer showing the growth and financial condition of the organization for the year ending January 7, 1930, was read and ordered filed, the financial report being shown as follows:

FINANCIAL REPORT

Receipts—	
Dues for the year 1929.....	\$78.50
Dues for the year 1930.....	15.00
Total receipts.....	\$93.50
Disbursements—	
Expenses a/c stamps for notices.....	\$21.20
Engraving plate for gavel presented to League of Cal. Municipalities.....	7.50
Refund a/c excessive payment of dues.....	.50
Other expenses.....	.60
	\$29.80
Balance on hand, Jan. 7, 1930.....	\$63.70

Gordon Whitnall, president of the League of California Municipalities, acted as program chairman and he called upon Mayor Miller of Tujunga for the address of welcome. Mayor Miller enthusiastically greeted the vis-



RUTH E. MEILANDT

itors and told them of the growth of his little city, urging all to make themselves at home. Ivan A. Swartout, City Clerk of San Fernando, and president of the State Division of Clerks, Auditors, Assessors and Treasurers, responded to the cordial welcome.

Mr. Whitnall announced to the group that the Clerks, Auditors, Assessors and Treasurers, under the leadership of John J. Lynch, City Clerk of San Jose, have organized a similar organization in the north with great success. The Northern California officials are much interested and the organization is promising. He stated that their next meeting will be held on February 15 in Alameda and asked that a representative number of the Southern California Association attend, if possible.

Luncheon Program

John Steven McGroarty, beloved author of the "Mission Play," was next presented by Mr. Whitnall, who paid deserving tribute to him. Mr. McGroarty spoke of his love for his home, of the neighborliness and hospitality of the little valley in which he lives, and expressed a desire to always reside in a small community. He told of the merits of the small community, where problems are few and people work together with understanding. To the larger cities Mr. McGroarty made a plea that a preparation be made for the future, that selfish politicians be thrown out of office and, most of all, that the human element in municipal government be sustained. Mr. McGroarty's presence was deeply appreciated by the members of the association and his message was sincerely accepted.

Mr. Whitnall requested Nick Harris, detective of radio fame, to introduce the musical numbers, and he first presented J. L. (Singing Jimmy) Smith of Tujunga, who, with his little organ, delighted the group with original songs. One of his numbers he particularly dedicated to the association, the words of which are as follows:

TUJUNGA WELCOME SONG

We welcome all you folks today
From over the hills and far away;
We're glad to have you in Tujunga town.
I think by now we're all agreed
Our hostess put on a darned good feed—
That's the way we do things in Tujunga Town.

(Chorus)

What can we do to prove to you
We're glad to see you and say "How dee doo,"

And welcome you up to Tujunga Town?
Bertha worked and waited for a year,
And now at last we have you here,
And we welcome you up to Tujunga Town.

We're all so glad to see you,
So just make yourselves at home,
And don't feel lonesome, don't feel blue,
The latchstring's hanging out to you—
Get a close-up view before you go back home.

You auditors should all be glad,
That job of yours is not half bad.
Just checking up the other fellow's work.
And you treasurers, gosh, what a cinch,
You grab and hold and squeeze and pinch
Just like a miser hoarding up his gold.

(Chorus)

You dog-gone assessors peek and pry
While the taxpayers have a bitter sigh
Every time they see you come around.
But of all the jobs in the community
The poor city clerk, it seems to me,
Is the one deserving of our sympathy—
If the garbage is not collected,
Or your taxes are too high.
If the milkman forgets to leave the cream,
If your kid gets lost, don't start to scream.
Why worry? Just call up the city clerk.

Mr. Harris then introduced Horace and Hal Hoffer, song writers, who have recently come to California from Beaumont, Texas, the latter having been recently associated with Mr. Harris on his radio programs from KFI and KECA. Hal Hoffer, organist and pianist, was presented in a group of piano solos and his music was thoroughly enjoyed.

A treat which the members of the association have been anticipating for some time was realized when Mr. and Mrs. J. Oliver Brison entertained with several

vocal duets. Their numbers were beautifully rendered and appreciated greatly.

Business Session

George Wood, Controller of Pasadena, presented a matter of a proposed change in the by-laws of the organization, and announced that at the next regular meeting a proposition would be voted upon providing that the by-laws may be set aside at any time by the unanimous vote of the members at the meeting, and also providing that officers of the association shall hold office until their successors are elected.

Ivan Swartout, president of the State section of Clerks, Auditors, Assessors and Treasurers, asked that immediate attention be given to the questionnaires which were sent out by Miss Gladys Roberts, state secretary, regarding suggestions for the program for the Clerks, Auditors, Assessors and Treasurers' Division at the next Convention of the League of California Municipalities. He stated that efforts are being made to have an unusually fine program, one that will be beneficial and helpful to all, and asked for cooperation to that end.

Speakers—Business Session

Roscoe R. Hess, former City Attorney of Pasadena, was next presented by Mr. Wood, and he spoke on the subject of "The Mattoon Act." Mr. Hess told of the principal duties of the Clerks, Assessors and Treasurers in connection with the use of the act, answering a number of prevalent objections to the act, and stated that in his opinion before any proceeding is taken under the Mattoon Act, a comprehensive study of the proposition should be made, even down to the amount of tax on every parcel of land to be benefited, to see if the benefit will be equivalent to the burden. He also stated that the act should not be used unless the assessed value of property is sufficient to justify the gross assessment. Mr. Hess' explanations and discussion of this matter were very clear and comprehensive, and at the close of his remarks there was a brief round-table discussion.

Herman A. Nater, vice-president of the Bank of Italy of Los Angeles, was next called upon by the chairman, and he, in his clever and inimitable manner, commented upon the affairs of the day. Mr. Nater, as an honorary member, has given much of his time and efforts to the building of our organization, and his interest was highly commended by the chairman.

Adjournment

Preceding adjournment, the appreciation of the association was shown by a rising vote of thanks to the city of Tujunga and its City Clerk, Bertha Morgan, and to those who participated in the program, in having presented such an interesting and entertaining session. Everyone agreed that Tujunga, nestled in the valley of the million-dollar views, and as Bertha Morgan always says, "the little best city in the U. S. A.," has earned well her reputation for hospitality.

Those who were in attendance are listed as follows:

Altamira—Chris Campbell, Mayor; A. E. Stockburger, City Manager; Pearl M. Claflin, Secretary Planning Commission; Eva V. Marshall, guest.

Anaheim—Charles A. Boege, City Treasurer; Harry S. Jayne, City Assessor; Mrs. Charles A. Boege, guest; Mrs. Harry S. Jayne, guest.

Azusa—Mae A. Hynes, City Clerk; George C. Ellington, guest.

Bell—Ethel Corwin, Deputy City Clerk; A. P. St. John, City Treasurer.

Burbank—William E. Smith, City Treasurer; F. S. Webster, City Clerk; Roy Arnold, Auditor; Mrs. William E. Smith, guest; Mrs. F. S. Webster, guest; Mrs. Roy Arnold, guest.

Compton—C. A. Dickinson, Mayor; Jane Dickinson, guest; Mrs. C. A. Dickinson, guest; R. B. Hedrick, City Treasurer; Mrs. R. B. Hedrick, guest.

Fillmore—C. Arrasmith, City Clerk and Manager; E. M. Hume, Chief of Police; Mrs. E. M. Hume, guest.

Glendale—Jack C. Albers, City Engineer; Mrs. Jack C. Albers, guest; Glenn C. Chapman, City Clerk; Nadia Williams, attorney-at-law.

Hermosa Beach—S. D. Sampson, City Treasurer; Mrs. S. D. Sampson, guest.

Inglewood—Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding, guest.

Long Beach—J. Oliver Brison, City Clerk; Mrs. J. Oliver Brison, guest; G. L. Buck, City Manager; Cleo Brooks, secretary to City Manager.

Lyndwood—Alice M. Rutter, City Treasurer; Beverly Rutter, guest.

Monrovia—Annetta Monroe, City Treasurer; George O. Monroe, guest.

Pasadena—George H. Wood, Controller; Bessie Chamberlain, City Clerk; Miss Ruby Wood, guest.

Redondo Beach—C. C. Mangold, City Clerk; Mrs. C. C. Mangold, guest.

San Buenaventura (Ventura)—Ruth E. Meilandt, City Clerk.

San Fernando—Ivan A. Swartout, City Clerk.

Signal Hill—George H. Cooper, City Clerk; Mrs. George H. Cooper, guest; Anna L. Goodyear, City Treasurer; J. Niblack, Chief of Police; W. E. Hinchaw, Mayor; H. P. Mitchell, Councilman; V. W. Vore, Councilman.

South Gate—H. C. Peiffer, City Clerk; Mrs. H. C. Peiffer and two sons, guests; W. S. Althouse, Assistant Engineer.

Tujunga—Bertha A. Morgan, City Clerk; E. A. Miller, Mayor; Herman H. Breidt, guest; Hilmer J. Breidt, guest; Joseph W. Forster, Building Inspector; John Lambert, policeman; John O'B. Bodkin, Councilman; W. T. Hamilton, Councilman; Bertha M. MacDonald, City Planning Commission; William B. Beathy, City Planning Commission; Wallace M. Morgan, City Planning Commission; John W. Russell, City Treasurer; Sheridan H. Smith, Councilman; H. M. Rice, Fire Chief; Earl C. Brunner, Chief of Police; George C. Buck, guest; Esther Kendall Davis, guest; Frank Williams, guest; Arthur C. Stover, guest; Robert A. Oliver, guest; George W. Krone, Judge; W. I. Lowe, guest; C. W. Byrn, City Attorney; Mrs. C. W. Byrn, guest; Mrs. H. N. Byrn, guest; L. M. Byrn, guest; George L. Aiken, guest; Mrs. Hazel F. Kimble, guest; Robert F. Kimble, Commander American Legion; Mrs. Monica L. Forster, President American Legion Auxiliary; Mrs. Emma J. Hoffman, guest.

Whittier—Dible E. Allen, City Clerk; H. J. Korthauer, City Auditor.

Special guests—John Steven McGroarty, author "Mission Play," Tujunga; Mrs. J. S. McGroarty, guest, Tujunga; Gordon Whitnall, president of League, Los Angeles; Roscoe R. Hess, City Attorney, Lyndwood; Herman A. Nater, Bank of Italy, Los Angeles; Hal Hoffer, composer and pianist, Los Angeles; Horace Hoffer, composer and writer, Los Angeles; Stephen I. Smoot, Plumbing Inspector, Los

Angeles; J. L. (Singing Jimmie) Smith, guest, Tujunga; Nick B. Harris, detective, Los Angeles; J. V. Drescher, guest, Los Angeles; George W. Farrand, guest, La Crescenta.

STELLER JOINS

McEVERLAST STAFF

Former Editor Brings Font of Knowledge to Well Known Firm

McEVERLAST, Inc., manufacturers and distributors of protective coatings for all types of engineering structures and of the "Hunt Process" method of curing concrete, announce the addition of O. A. Steller to their headquarters staff at 111 West Seventh Street, Los Angeles.

Steller, who has been appointed to the position of manager of the advertising department of McEverlast, Inc., comes to his new duties with a background of engineering, technical advertising and editorial experience. The rapid growth of the McEverlast activities in all sections of the United States and in foreign countries has made it necessary to enlarge the general office staff and to center activities having to do with the distribution of information regarding the McEverlast products in this newly created department.

Steller is 39 years of age. For several years past he has been editor of the magazine *Concrete*, an engineering publication with an international circulation. Previous to his connection with *Concrete* he was employed by the Portland Cement Association in the headquarters office at Chicago. He served this organization both in the road bureau and in the advertising and publications bureau. During the more than ten years with these two organizations Steller has traveled extensively, visiting engineering projects and consulting with engineers in every section of the country. He has contributed engineering articles to a great many engineering magazines and has been active in engineering society attendance.

Previous to joining the staff of the Portland Cement Association Steller was in responsible charge of mining engineering projects for the Peabody Coal Company. In addition he has been employed on the engineering staffs of the Wisconsin Highway Commission, the Chicago, Milwaukee, St. Paul and Puget Sound Railway, the Chicago, North Shore and Milwaukee Electric Railway, and the U. S. Geological Survey. He received his technical education at Marquette University and the University of Wisconsin.

INSURE YOUR LIABILITY

ASSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

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RECENT COURT DECISIONS— PACIFIC COAST

By WM. J. LOCKE

Secretary-Manager, League of California Municipalities

Elections—Time for closing Polls. Wyo. Irregularity in keeping polls open after closing hour when votes were cast held insufficient ground of contest unless it materially affected results. (Laws 1927, c. 29).—Hamilton vs. Marshall, 282 P. 1058.

Liability of City.—Cal. App. Municipality is not liable for carelessness of officers or employees inspecting or supervising construction of grandstand on private property under municipal permit.—Denman vs. City of Pasadena, 282 P. 820.

Free Water to City Officials.—N. M. Operation of motion illegally adopted by city council to furnish free water to city officials may be enjoined at taxpayer's suit.—Ward vs. City of Roswell, 281 P. 28.

Consolidation of Municipalities.—Cal. Determination by legislative body of city as to sufficiency of petition for consolidation of municipalities is conclusive, in absence of fraud (St. 1913, p. 577, Sec. 2).—Fresholtz vs. Board of Trustees of Culver City, 282 P. 501.

Elections—Writing in Name.—Cal. App. Where state law, made applicable to city elections, permitted only one name on ballot at final election, voters could write in name of another person (Const. Art. 2, Sec. 23; State Primary Law, Sec. 23).—Ohlhausen vs. Mills, 282 P. 394.

Negligence of Pedestrian.—Cal. App. Failure of pedestrian to look in direction from which vehicles may approach, in absence of excusable circumstances, constitutes contributory negligence.—Bence vs. Teddy's Taxi, 282 P. 392.

Officer Not Employee.—Wash. City fireman is "public officer" engaged in governmental duty.—Benefel vs. Eagle Brass Foundry, 282 P. 213.

Power to Convey Property.—Or. Power of municipality to convey property is generally equal to its power to acquire it.—Dix vs. Port of Port Orford, 282 P. 109.

Or. Municipal corporation, purchasing dock site and erecting wharf with proceeds of bond issue authorized by popular vote, and charging toll for goods shipped, could sell property where road construction caused material decrease in port's business, (Or. L. Secs. 7156-7169, 7162, and Sec. 7163, par. 7, as amended by Gen. Laws 1921, p. 373).—Dix vs. Port of Port Orford, 282 P. 109.

Nuisance.—Kan. Undertaking establishment in residence district may be enjoined as nuisance to residents in immediate vicinity.—Hatcher vs. Hitchcock, 281 P. 869.

Establishment of undertaking business and funeral home in close proximity to pre-established hospital may be enjoined because of depressing effect on hospital inmates.—Id.

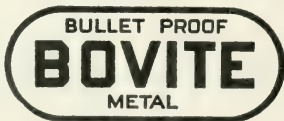
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SECRETARY'S PAGE

(Continued from Page 6)

ing been held in Los Angeles. A fourth meeting of the board will be held in Alameda on February 14.

President Whitnall believes that under the new plan of organization the board of directors should keep in close and constant touch with the League's activities, directing its policy and advising the secretary-manager from time to time concerning their execution or administration.

* * *

About the time this goes to press there will be distributed to the officials of all the cities of the state having street railways or bus systems, a special report on the installation and operation of a municipal bus system for the city of Alameda. This report has been prepared by Major Clifton E. Hickok, City Manager of Alameda, and is based on a very exhaustive study of the problem of municipal transportation, which, by the way, is now a very vital and important problem to many of our municipalities here in California and elsewhere.

* * *

The committee on adoption of a standard form of insurance policy

against accidents occurring in the negligent operation of automobiles used in behalf of the municipalities has completed its labors, and the form of policy and specifications on which to award a contract will be sent broadcast to all the cities of the state as soon as they can be printed, which means that they will be in the hands of the different cities very shortly.

* * *

Forms for conducting the general municipal election which is to be held in 230 or more cities of the state on April 14 next will be sent out immediately to the city clerks of all sixteenth class cities, with all the necessary instructions for conducting the election, and clerks of all the sixteenth class cities may rest in full assurance of receiving them in plenty of time before it becomes necessary to advertise the election.

* * *

Following the activities aforementioned it is planned to prepare and send out as rapidly as possible model ordinances on such subjects as taxation, milk regulation, traffic, plumbing, planning, zoning, set-back lines, weed removal and the organization of health departments. The Federal Government has prepared a model milk ordinance which it would like to have adopted by the cities of California, which, before sending out, will be submitted to the health section of the League for approval.

PRESIDENT'S PAGE

(Continued from Page 4)

said that a benefit is that which results when a need has been met. Therefore, to discover whether assessments truly reflect a benefit, we can best find the answer by inquiring first into the question of who needed the improvement. It is especially true with respect to main highways that the need for greater width, the need for straighter alignment, the need of grades more level, and the need for more substantial pavements, arises out of the demands of a community as a whole. If, therefore, those needs are met by an improvement of that type, does it not logically follow that the cost thereof should be spread over the same area and not confined exclusively to frontage or at most a limited district? The idea is worth thinking about.

LINK-BELT ISSUES NEW BOOK ON SEWAGE TREATMENT PLANTS

A profusely illustrated book devoted to sewage treatment plant equipment has just been issued by Link-Belt Company of Chicago and Philadelphia.

This book, No. 642, devotes its 24 pages to the Straightline Screen, the Brunotte Sewage Screen, the Tark Sewage Screen for the clarification of municipal and industrial sewage, the Link-Belt Mechanical Aerator for activated sludge plants, and Straightline Collectors for settling tanks, grit chambers and grit washers.

Engineering data is incorporated and diagrammatic drawings of equipment and photographs of installations make this book one that should be in every engineer's library. A copy will be sent gratis, upon request.

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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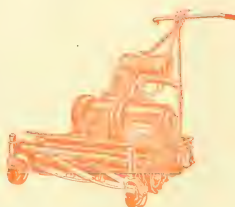
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FEBRUARY, 1930

No. 2



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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

Thirtieth Year

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Grant Building, 1095 Market Street, San Francisco

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H. A. MASON - - - - - Treasurer

Wm. J. Locke - - - - - Secretary-Manager

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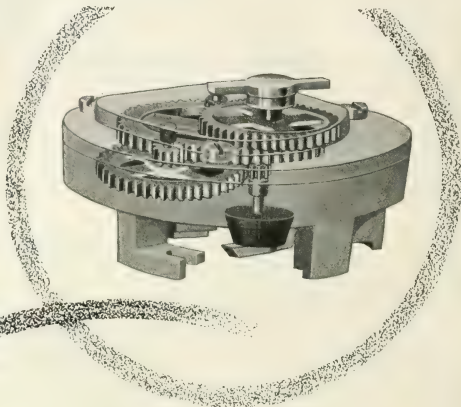
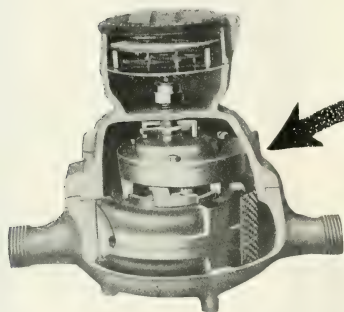
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(Series No. 12)

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of the Pacific Coast



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City Manager
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JOHN J. JESSUP
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LOS ANGELES, CALIF.



President's Page

by Gordon Whitnall, President

SHORT COURSE ON PUBLIC ADMINISTRATION

FOR the third consecutive year, the University of Southern California announces its short course on "Public Administration," April 14-19 inclusive.

Students of government have felt for a long time that Civil Service, good as it is, is but half of that which is required to assure capable talent in public service. Civil Service alone tends to separate the "wheat from the chaff" among the vast army of candidates that present themselves for public service—there it stops. Among those who enter public life, is a substantial proportion who desire to continue their studies and broaden their experience as a means of better fitting themselves for a higher quality of public service with its consequent elevation in the ranks of what is rapidly assuming the character of an actual profession.

Lack of Contact

Until the recent experiment of the University of Southern California in affording a course of practical study in these lines, the opportunity for advancement was limited almost exclusively to the school of actual personal experience. Sound as this method is, it has its limitations, principal among which is the lack of contact with related subjects to that constituting the individual's official and personal work.

Many cities have authorized employees to attend the course and some have directed them to do so providing the nominal incidental expense and considering it in the form of a lucrative investment in quality of public service.

Tentative Plans

The tentative plans thus far announced include classes on: Assessments, Taxation, Personal and Public Administration, Principles of Government, Water Supply, Recreation and Parks, Planning and Zoning, Governmental Finance, Police Administration.

Dr. William Bennett Munroe of Harvard University will conduct the

combined section meeting on Principles of Government. A group of state and national leaders are being brought to the University to conduct the various sections. This year's lecture sections will meet from 9 to 10 a. m. and from 10 to 11 a. m. daily. The general assembly under Dr. Munroe will be held from 11 a. m. to noon with luncheon

It is a pleasure to again acknowledge a very evident improvement in quality of our magazine, "Pacific Municipalities," and especially pleasing to note the material evidences of a growing appreciation of its value on the part of its advertisers. It is a simple acknowledgment of fact to admit that the advertising clientele forms the financial foundation for our principal medium of disseminating information. Our city officials can further our whole purpose by bearing in mind that, other things being equal, a recognition of our advertisers when opportunity affords produces a mutual advantage.

immediately following. Section Round Tables will convene at 1:00 and extend to 2:30 p. m., and others from 2:30 to 4:00 p. m. A new feature of general assembly from 4 to 5 p. m. will be held for the purpose of discussing functional analysis and departmental relations.

The course is commended to the attention of public officials and employees.

The California (Northern) Association of Clerks, Auditors, Assessors and Treasurers is a reality. The second meeting on February 15 in Alameda was an event worthy of causing the Southern California Association to look to their laurels.

David H. Merrill, manager of Pacific Coast Building Officials Conference, called at my office recently for the purpose of entering into a working arrangement whereby his organization, interested primarily in the uniform building code, might join forces with the League in all such matters of common interest and be prepared to present a united front on the occasion of the coming legislative session. The League welcomes these contacts.

Directors' Meeting

The meeting of the Board of Directors in San Francisco on February 15 in our new headquarters was most gratifying. On Sunday the 16th, the day was devoted to familiarizing ourselves with the accommodations and the resources of the University of California at Berkeley, which is extending a very gracious offer to the League to establish its offices on the campus. The fund of information contained in the tremendous library and the readiness with which it becomes available was admittedly intriguing to the members of the board. There will doubtless be more of interest to report in this connection at a later date.

Monrovia's Progress

At the February meeting of the Association of City Planners of Los Angeles County, Mayor Little of Monrovia, spoke briefly on the accomplishments of Monrovia in 1923 to 1929. During this time Mayor Little was successively a member of the planning commission, a councilman and finally mayor—primarily because of his interest in the development of his community in accordance with good planning principles. The construction of twenty miles of sidewalks, eight miles of ornamental lights, and school buildings to the value of \$650,000, have been possible, with two reductions in the cost of government, by means of a planning program for public work.



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Secretary's Page,

by Wm. J. Locke Secretary-Manager

MEETINGS OF THE BOARD OF DIRECTORS

THE board of directors of the League, under the able leadership of President Whitnall, has entered into the spirit of the new plan of organization with vim, vigor and vitality.

The first meeting of the board was held in the Hotel Oakland on the afternoon of October 11, 1929, immediately following the close of the Oakland convention. Upon the drawing of lots the following directors were awarded long terms: Mayor Hauge of Long Beach, City Attorney Mitchell of Burbank, City Planning Commissioner Williamson of Santa Monica and City Clerk Swartout of San Fernando. After appointing the secretary-manager and treasurer, and discussing future plans in a general way, the meeting adjourned to the call of the chair.

Second Meeting

The second meeting was held in the City Club, Los Angeles, on November 16. It was attended by Directors Williamson, Gierlich, Swartout, and Whitnall. Dr. C. J. Telfer attended on behalf of Dr. Dickie and City Manager Stockburger of Alhambra on behalf of Mr. Weissgerber of San Mateo. The secretary-manager reported that the net profits to the League of the Municipal Exhibition held in connection with the Oakland convention was \$1160.

President's Report

President Whitnall reported that he had been giving serious consideration to the resolution providing for a committee on the better handling of municipal matters before the Railroad Commission along the lines suggested by Commissioner Carr, and that he was seeking the aid of such men as Milton Bryan, Executive Assistant City Attorney of Los Angeles. Other routine matters were discussed, after which the board adjourned.

The third meeting was held in Los

Angeles on January 11, 1930, and was attended by Directors Gierlich, Hauge, Mitchell, Williamson, Swartout and President Whitnall. Secretary-manager Locke, Treasurer Mason, and George H. Allen, editor and general manager of PACIFIC MUNICIPALITIES, also were present. A communication was received from City Attorney Bradford of Sacramento regarding a damage suit against that city for injuries received as a result of driving an automobile over a bank at the end of a blind and unlighted street. The secretary-manager reported that he had put Mr. Bradford in touch with City Attorney Argyll Campbell of Monterey, where a similar suit then was pending.

League's New Branch

The board's attention was called to the fact that the clerks, auditors, assessors and treasurers of the northern part of the state had formed a branch organization at San Jose, on December 17, and that the mayors of the San Francisco Bay region were planning to form another branch organization in San Francisco on January 16.

The secretary-manager submitted a financial statement and explained in detail the system of accounting which he had been using for the League. Upon motion duly made and seconded the system was approved.

Attention was then called to the death of Doctor F. W. Browning, whereupon Director Swartout introduced a resolution of condolence which the board adopted by rising vote.

Relations of the League with the magazine were then taken up and formed a subject of considerable discussion.

The fourth meeting of the board was held on February 15, 1930. A preliminary conference was held first at the League headquarters, in the Grant Building, San Francisco, following which an adjournment was taken to the new hotel in Alameda. The meeting was attended by Directors Weissgerber, Dickie, Gierlich, Mitchell, President Whitnall, and Secretary-Manager Locke. George H. Allen, editor and general manager of PACIFIC MUNICIPALITIES, and Professor Samuel C. May of the University of Cali-

fornia, also were in attendance, while Treasurer Mason came in later. Professor May explained the facilities at the University of California for housing the League, which included headquarters on the campus and use of the great Research Library. By invitation of Professor May it was arranged that the directors and the secretary-manager meet at the University the following morning as guests of Professor May.

The matter of codification of laws was next taken up and a resolution was adopted requesting Governor Young to appoint the League's Secretary-Manager or some other suitable representative on the Code Commission, with the idea that it might be desirable to provide a separate code for all the laws relating to municipalities. Another resolution was adopted pledging the League's assistance to the commission on new constitution recently appointed by the Governor. Following this a report was received from the committee on refund of the tax for gasoline used by public vehicles. The committee advised against any action being taken in the matter at this time.

The Next Convention

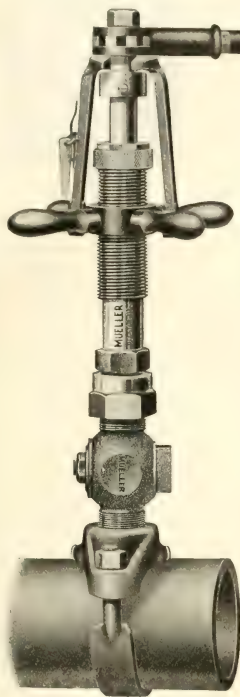
The question of fixing the time for holding the next League convention was then taken up. It was the unanimous opinion of those present that the time should be so fixed as to avoid conflict with other conventions such as the California Real Estate Association and Bar Association. The chair appointed Director Mitchell a committee of one to take the matter up with Mayor Hauge of Long Beach.

Next a report was received from the committee on automobile liability insurance to the effect that a form of insurance policy and specifications had been prepared and that copies would be sent to all the cities in the state within the next few days. The report was adopted unanimously. The board then adjourned.

* * *

ACTIVITIES AT LEAGUE HEADQUARTERS

Model Ordinances on Rules of Order for Council Meetings. On January 10, copies of an ordinance on (Turn to Page 63)



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How Safe Is a Playground?

By JOHN C. HENDERSON

*Supervisor of Playgrounds and Community Center Activities
Los Angeles, California*



JOHN C. HENDERSON

ONE of the reasons advanced for the establishment of playgrounds is the fact that play areas are relatively much safer places for the activities of children than streets, vacant lots, etc. The Los Angeles Playground and Recreation Department has just completed a study to determine an accurate answer to the question, "How Safe is a Playground?"

quiring medical attention. For instance, a cut requiring stitches was considered as an accident, while a minor cut was not so considered. Directors were encouraged, however, to submit reports on all accidents which might result seriously, particularly all head injuries, leaving it to the office to disregard any reports not deemed pertinent.

the data for the preceding twenty-four months was analyzed as mentioned above. This preliminary investigation indicated that the Department had done perhaps all that could be done under the heading of "Mechanical Safeguards" to prevent accidents. It was felt, however, that the adoption of some sort of a Safety Patrol plan to check careless play and unsafe practice on apparatus would be advisable, together with a general campaign to influence patrons to "Think Safety."

Accident Committee Appointed

At this stage, the subject was discussed at a meeting of Southern California Recreation Executives, at which time a committee was appointed to work out a standard Playground Accident Analysis Blank and to make further studies. The committee consisted of: H. Loren Mitchell, Assistant Director, Physical Education and Recreation, Public Schools, Los Angeles; O. J. Renfrew, Superintendent of Parks, Playgrounds and Recreation, Glendale; Cecil F. Martin, Executive Secretary, Playground Community Service, Pasadena; Robert E. Munsey, Superintendent of Recreation, Santa



A typical scene on the Exposition Park Playground, Hoover Street, Menlo Avenue and Exposition Drive, City of Los Angeles

The study was undertaken to make sure that every possible precaution was being taken to protect patrons and to secure a measure of safety which could be used to educate the public to an appreciation of the real freedom from accidents on playgrounds.

The study covered a period of thirty-nine months. During the first twenty-four months of this period no particular safety plan was in operation, and during this period the total attendance was 3,724,483, with seventy-six accidents or 2.04 per 100,000.

During the last fifteen months the Safety Plan described below was in operation and during this period there was an attendance of 6,508,413 with eighty-three accidents, or 1.27 per 100,000.

For the purposes of the study, an accident was defined as an injury re-

When it was first decided by the Department to make a study of accidents,



An action picture at the Echo Park Playground, Glendale Boulevard and Bellevue Avenue, City of Los Angeles

Monica; J. C. Penniwell, Assistant Director, Physical Education and Recreation, Public Schools, Long Beach; J. C. Henderson, Supervisor of Playground and Community Center Activities, Department of Playground and Recreation, Los Angeles, Chairman.

The cooperation of the Public Safety Department of the Automobile Club of Southern California was next enlisted, because of their experience in conducting a Safety Patrol plan in the public schools.

In July, 1927, a Safety Patrol plan was put in operation at all playgrounds of the Los Angeles Playground and Recreation Department. Each patrol consisted of from four to twelve boys and girls carefully selected by the Director and provided with a distinctive arm band furnished by the Automobile Club. These patrol members had no jurisdiction over traffic, but confined their activities to instructing newcomers on the ground in the use of apparatus, cautioning offenders against safety practice, and assisting in the inspection of apparatus. In addition to these purely safety duties, they were of great assistance to Directors in taking care of portable equipment and in leading the games of the younger children.

Safety Posters

At the same time, distribution of standard safety posters from the Automobile Club was begun, and some safety material was introduced in the games and handicraft program.

As the analysis continued, it was found that accidents could be prevented by making suggestions as to better methods of conducting activities. For example, it was found that a number of baseball accidents were due to players throwing the bat wildly after making a hit, or the next batsman standing too close to the batter up. In this case, a little instruction on getting rid of the bat and a rule requiring batsmen to keep their places on the bench until their turns came, proved very effective.

Sixty-nine and one-tenth per cent of the accidents occurred to male patrons, and 30.9 per cent to female patrons. While here again detailed attendance records are not available, it is felt that accidents to females were proportionately less frequent than accidents to males.

Eighty-four per cent of all accidents occurred to participants in a specified activity, or in other words, the bulk of the accidents was caused directly by the activity taken part in. Only 5 per cent affected spectators, while 15.4 per cent affected "others." "Others" were defined as persons engaged in play, either free or organized, who in-

truded on the field of the activity of another group and were injured thereby. For instance, a child playing tag in a swing area and receiving an injury from a swing would be listed under this heading.

From the point of view of age distribution, 17.2 per cent of the accidents happened to patrons under 6, 58.6 per cent to patrons from 6 to 15, inclusive; 13.6 per cent to patrons from 16 to 44, inclusive, and .6 per cent to those 45 and over. These age groupings are the ones most frequently used

ARE accidents a necessary part of play? Mr. Henderson, in this article, emphatically says "No!" Before the Los Angeles Playground Committee made an accident study, accidents upon the playgrounds in that city had been steadily increasing in proportion to the playground attendance. The study covered a period of thirty-nine months. During the first twenty-four months no particular safety plan was in operation, and during that period the total attendance was 3,724,483 with seventy-six accidents, or 2.04 per 100,000. During the last fifteen months the Safety Plan described in this article was in operation. During that period there was an attendance of 6,508,413, with eighty-three accidents, or 1.27 per 100,000.

by safety engineers in the compilation of accident statistics. It is felt that children under 6 contributed a proportionately high number of accidents, and patrons over 16 rather lower than the average.

There are very few giant strides installed on the Los Angeles playgrounds, no merry-go-rounds, only one jungle gym, and comparatively few teeters; and no ladders or climbing trees.

Practically all of the ring and bar accidents of course were due to lost grip, and it was found that accidents from this cause could be materially lessened by having the performers chalk or dust their hands frequently while making use of the apparatus.

Swing accidents were checked, not only by the installation of protective fences about the swing areas, but by the efforts of safety patrols in discouraging patrons from running through these restricted areas.

There were no accidents from bas-

ketball, soccer, speedball, handball, high jump, hurdle, pole vault, running, weights.

The number of football accidents was decidedly lessened by barring tackle football except as a permit activity under the direction of the Municipal Sports Division. Through this, it was possible to get better costuming or players and some physical examination which materially lessened the accidents.

The commonest results of accidents were simple arm fractures, which form 39.7 per cent of the total, and head cuts and punctures requiring stitches, which contributed 33.4 per cent. These, again reflect the result of losing the grip and falling from a bar or ring, or running through a restricted area and being struck.

During the period of the study there were two fatalities, one due to paralysis of the diaphragm incurred in a football game by a player who was decidedly out of condition, and poorly protected, and one was due to a spectator being struck by an automobile coming out of the parking area at an athletic field.

Safety Patrol Plan

The Los Angeles Playground Department feels that the study proves the advisability of safety education and the Safety Patrol plan, and the necessity of analyzing accidents, particularly since this course of action actually reduced accidents 38 per cent. It has also given a definite value to playground safety.

A particularly significant fact in the field of general safety was that during the thirty-nine months of the study, no children were injured in traffic accidents either while going to or coming from a playground, as far as was known to the directors or to the patrons of the grounds. A large amount of the credit for this splendid showing is due to the cooperation of the Automobile Club of Southern California and to the Traffic Bureau of the Police Department for the installation of warning signs, pedestrian crossings, pedestrian tunnels, and traffic signals, where needed.

In connection with traffic signals, Los Angeles is experimenting with the so-called "Cafeteria Signal" for use at points detached from the regular signal system or where the financial burden of installing an officer would be heavy. This type of signal can be operated by the child himself, who presses a button, causing the signal to operate and stop traffic for a period of from fifteen to twenty seconds, or long enough to permit the child to make the crossing in safety.

Redwood City Erects New Animal Shelter

Homeless waifs of the dog and cat tribes, and other animals, large and small, were made happy recently in the announcement that the \$5000 Redwood City Animal Shelter shortly is to become a reality. The new shelter will be erected at the northeast corner of Hilton and Charter Streets. Contract for the work has been let and City Manager E. A. Rolinson said it would require about sixty days to complete.

The building will be approximately 24 feet wide and 50 feet long, and will present the appearance of a home-like bungalow. Offices and rest rooms for use of the poundmaster, visitors and members of the Redwood City

Humane Society are to be provided.

Eight cells, approximately 6 feet by 8 feet, will take care of the animals during their stay at the city pound. Provision is made for doors opening into an enclosed "playground" where the dogs and cats and other animals will sport in the sunshine while awaiting for their owners, or death if unclaimed.

A lethal chamber and incinerator, previously erected by the city at a cost of \$500, will be enclosed in the new building. Only the most sanitary provisions for care of the animals, and the most humane method of putting them to death, will be the order of the city pound.

For the larger animals, a corral is to be maintained at the shelter site, with a high wire fence enclosing the premises.

The new pound, which will be the last word in animal shelters, was made possible through the courtesy of Mrs. Marguerite Doe Courtney of Santa Barbara, who sent City Manager E. A. Rolinson of Redwood City a check for \$5000.

Mrs. Courtney took a great deal of interest in the care of homeless animals in Santa Barbara. Her only request was that a modest sign be placed in the shelter, saying: "In memory of J. Sanborn Doe." He was her father.

Glendale's Public Parks

GLENDAL, California, the city that is noted for an originality and purposeful progress—city of something like 75,000 boosting citizens—has within its confines four beautiful public parks—Brand Park, Fremont Park, Nibley Park and Maple Avenue Park.

Brand Park, the largest of Glendale's breathing spaces, is a noble out-of-doors possession. It is 760 acres in extent, comprising a beautiful mountain estate through which a lovely canyon winds its way. It presents wondrous opportunities for future development. It has an inspiring outlook. Only forty acres of this great area have as yet been at all developed. Its problem is simply one of the necessary funds to transform it into an out-of-door paradise. The canyon will have to be provided with adequate check dams. Trails will have to be made to make way to fight forest fires. At the present time only two men are employed in the care of this park.

Fremont Park consists of approxi-

mately ten acres lying between Kenilworth Avenue and Patterson Street. It is beautifully developed, it has formal gardens, a recreation building and music shell, playground equipment, tennis courts, swimming pool and other park facilities, and it is well planted with shade and ornamental trees, shrubs, flowers and lawns. Four laborers are employed to care for it.

Nibley Park boasts of one of the finest groves of live oak trees in California. It is also improved with tennis courts and playground equipment. It is a very beautiful little spot of five acres, all cared for by one employee.

Maple Avenue Park was formerly the site of a reservoir for the water supply of Tropic before that community was annexed to Glendale. It is a small area of not more than two and one-half acres but it is being improved and should become a very popular neighborhood park. One man takes care of it.

This is not at all a bad showing for Glendale.

CITY OF STOCKTON TO BECOME PORT OF ENTRY

Within the next four years the city of Stockton, California, plans to become a port of entry.

A deep water channel, forty miles long, leading from the upper arm of Suisun Bay to the heart of the city, recently was authorized by the War Department.

The channel will have a depth of twenty-six feet at low tide, a width of 360 feet at surface water and 100 feet at the bottom.

The channel will cost approximately \$6,000,000, one-half of which will be paid by the city of Stockton and the other by the state of California. When the channel is opened for business, the city of Stockton will be placed on a par with other Pacific Coast ports in the matter of shipping rates.

The channel as projected, will permit 90 per cent of ships entering the Golden Gate to sail directly to the Stockton piers, according to a report compiled by army engineers.

Many Interesting Problems

The channel will present many interesting engineering problems. In many places along the right of way the channel will be slightly higher than the surrounding land.

The water will be kept in its course by the construction of 145-foot levees. Dredging will straighten many of the bends in the existing channel and in some instances will cut through islands.

In the city of Stockton it is proposed to build terminals capable of handling 1,000,000 tons of freight annually. More than 300,000 people will be served by the channel which will give access to some of the richest farm lands in the world.

GROUP LIFE INSURANCE FOR MUNICIPAL WORKERS

The national trend toward group life insurance protection for municipal workers is evidenced by the fact that the city of Trinidad, Colo., has recently acquired a group life insurance policy for a total amount of \$67,000. There are sixty-seven of the city employees.

Each worker receives \$1,000 protection and the policy is of the contributory type, the employees paying a part of the premium and the city assuming the remainder of the expense.

SACRAMENTO CONSIDERS BUS AND PARK PLANS

The City Planning Commission of Sacramento recently held the first of a series of hearings on the street car and bus line plan, and also upon the recreation and park system plan. Considerable interest in these plans was manifested at the hearing and several constructive suggestions received, indicating the interest Sacramento citizens are taking in looking forward toward building a greater city.

Terminable Public Franchises

By EMERSON P. SCHMIDT

Professor of Public Utilities and Railway Economics, Department of Economics, University of Oregon

THE inflexibility of fixed term franchises for public utilities as well as their inability to safeguard investment and guarantee a continuity of service have given rise to a demand for franchises which may be terminated, changed or extended at the will of the city. The city may end the franchise by simply buying the property at a fair value. This gives the people control over their own destinies. Thus this type of franchise has been called a franchise during good behavior, or an indeterminate permit, or a revocable permit; all imply the same system of control.

It is a commonplace among economists that public utilities are naturally monopolistic; that is, their inherent nature makes competition self-destructive. In city streets there is room for only one set of street railway tracks or one set of telephone poles. Also the amount of telephone business or the amount of car riding is essentially limited within any particular area so that if two or more companies try to share the business they are constantly enticed to obtain business from each other instead of entering new markets as the ordinary competitive business tends to do. Likewise, the slightest variation in the price charged for the service tends to destroy entirely the business of the company charging the higher price. In other words, assuming the service is of equal quality the price charged by competitors must be the same and consequently there is a strong inducement for the competitors to get together on price and finally to combine their assets, thus eliminating duplication and other wastes. Where competition is eliminated and the public is peculiarly dependent on a particular service, the public must regulate that service both as to quality and price. The fixed term franchise was one of the earliest devices to aid in this control.

Fixed Term Franchise

A fixed term franchise assumes static conditions. It is inflexible and unable to meet the changing conditions. Many of the old street railway franchises required that horses alone be used for locomotion; later they required that cables be used. As each method became obsolete the companies were unable to make the transition easily. The contract had to be altered through mutual agreement which frequently was exceedingly difficult, or the company had to break it by allowing itself to go bankrupt. At no time



EMERSON P. SCHMIDT

NO municipality ought to tie itself to one end of a franchise for a fixed term of years and which can be altered only with great effort. Under dynamic conditions we need flexible methods of control. It is a notorious fact that where the franchise runs for a short period the companies always tend to have difficulties of financing or refinancing, we are told by Professor Schmidt in this paper which was delivered before the recent convention of the League of Oregon Cities at Salem, Oregon.—The Editor.

have kaleidoscopic changes been more prevalent than in the recent past and now. This is especially evident in the rapid disappearance of many street railways contrary to franchise agreements in many cases, the franchising of bus companies, and the interstate development of nearly all the utilities, especially the electrical utilities.

Electric Energy

The Federal Trade Commission found in 1924 that about 75 per cent of all the electricity produced in the United States is produced by operating companies under the control of holding companies. Practically none of the franchises granted to the operating companies anticipated such a development. Consequently the municipalities have no control, the local franchise having years to run in many cases, over holding company charges, financing and the like. Incidentally, it might be said that the state commissions are in the same position with minor exceptions. In 1926 there were 453 interstate power lines in operation, more than one-third of which came

into being from 1924 to 1926. (Wm. E. Mosher—Electrical Utilities.) Vermont exports about ninety-two per cent of its electricity, Idaho 63 per cent, Iowa 48 per cent, while other states export smaller amounts. Another incident illustrating the non-local nature of this industry occurred during the drought in North Carolina in 1922. It was so severe that street cars could not run and the homes were in darkness. Georgia had no power to spare; nor did Alabama. A steam plant owned by the Federal Government was available at Muscle Shoals. So the Alabama Power Company relayed its power to Georgia; Georgia relayed its power to North Carolina, while Alabama was supplied by the Muscle Shoals plant. A catastrophe was averted. It is said there is a possibility of complete interconnections from the Atlantic seaboard to the Mississippi River. The significance of interconnection will be realized only when the Muscle Shoals, Boulder Dam, Columbia and the St. Lawrence projects are fully developed.

Tremendous Developments

All these tremendous developments point to the interstate nature of our public utilities and, however much we prize state autonomy and the like, our better judgment tells us that mere local control is passing. Consequently, no municipality ought to tie itself to one end of a franchise for a fixed term of years and which can be altered only with great effort. Under dynamic conditions we need flexible methods of control. The alternative of short fixed term franchises might be suggested. But these are equally defective.

It is a notorious fact that where the franchise runs for a short period, the companies always tend to have difficulties of financing and refinancing. Investors will not embark their capital readily in uncertain projects. The courts have always held that a utility unable to negotiate a new franchise with a city has no rights on the streets and must remove its property, which after removal has usually only scrap value. Thus the shorter the life of the franchise the more hesitant the investor. Also toward the end of a franchise, the company is anxious to safeguard as much cash as possible. This results in inadequate maintenance and renewals as well as degenerated service. The uncertainty of a renewal of the street railway franchises both in Toronto and Detroit resulted in a woeeful demoralization of service and

equipment, both cases ending in municipal ownership.

Term franchises are renewed in most cases only after much bickering, harsh relations between the cities and the companies, and frequently cause a public inconvenience. In Toledo, some years ago, the company found it advisable to move its street cars across the Indiana state line until the council would come to terms. Detroit has granted its street railway company a day-to-day franchise because of the mutual inability to come to a settlement. Similar experiences are found in every large city.

Another Objection

Another objection to this type of franchise is that it makes more difficult or perhaps impossible a uniform method of controlling the utilities. The Consolidated Gas Company of New York is a combination of more than seventy gas and electric companies, each having its own franchise. It is said that in many cities the authorities actually do not know under which franchise or franchises their utilities are operating. The companies have not been slow to realize the advantage of this chaos. Should a city decide to take over any particular public utility business, it would be materially hampered by the failure of these numerous franchises to mature at the same time.

Borrowing Rate

Finally, where the life of a company is fixed and renewal is uncertain, the borrowing rate tends to be higher. The riskless interest rate is about three or four per cent. Utilities with an uncertain life must frequently pay twice that rate; that is, the consumer of the utility service must pay higher service rates.

The terminable permit or franchise, already adopted in nine states in whole or in part, tends to overcome the major of these difficulties. The municipality must purchase the property at a value,

fixed by agreement or by the state commission, if it decides to terminate the company's rights on the streets. (In some states a competing utility may be authorized or the municipality may enter the business in competition if the company then operating is unwilling or unable to meet the reasonable demands providing public convenience and necessity require this.) Thus there is no inducement for the owners to recoup their investment during the life of a franchise. In fact, the first terminable permit law in the country was passed in Wisconsin partially as a result of the fear that the electric company in Milwaukee would claim the right to amortize its investment during the life of the franchise then in effect.

Service and Equipment

Similarly service and equipment are not likely to decline periodically as tends to be the case towards the end of a fixed term franchise. The company will know that any improvements, renewals and the like will be paid for in case the franchise is terminated. Likewise the security of the property tends to enable the company to borrow at lower interest rates which under rigid regulation will tend to gradually reduce the cost of doing business and thus result in lower service rates to consumers. Furthermore, the absence of a fixed franchise allows for variation, flexibility and ability to meet changing conditions. The municipality is said to hold the whip hand under the terminable permit; it is in a position to control its own future. The only way for a city to be certain of its ability to exercise complete control over its public streets and to determine its destiny is for it not to surrender beyond recall any rights of use or of occupancy in such streets.

As a rule, the utilities, public officials, consumers' organizations, and economists favor the terminable fran-

chise. (Terminable Permit (a pamphlet) American Electric Railway Association, p. 26-29, (1924).) It has been objected that in most cases the municipality's right to terminate the franchise by purchase is a mere mockery because the cash is not available and debt-limiting laws of the various states disqualify most cities from making such purchases on the installment plan. (Article by D. F. Wilcox in the *Journal of Land and Public Utility Economics*, Vol. 2, p. 327-342.) One answer to this objection is that the limiting of franchises to a definite period does not make our cities any more able to make such purchases at the end of a franchise period. The crushing answer, although somewhat impractical in most states at present, is that there is no rational reason why the debt incurred in the purchase of a utility should be included in the debt-limit. The utilities are self-sustaining and in time the earnings will wipe out the debt if properly managed because utility service is sold for a price. This is not true of debts incurred for schools, parks and the like and these latter should bear some relation to the assessed value of the property in the area.

Affects Home Rule

Another objection voiced against this type of franchise is that it tends to discourage home rule. This is incorrect. In Louisiana the terminable permit law gives the city complete control of its utilities. In Indiana the municipalities have little control. In Wisconsin the state commission has control over valuation and rates and certain other matters, while the cities have a wide control over service and matters which are of a purely local interest. Thus there is nothing inherent in this type of franchise making for home rule or against it. This is entirely a matter of sentiment throughout the state at the time the law is drafted.

CONSTRUCTION AND EXPANSION PROGRAM FOR SOUTHERN CALIFORNIA

The following sources have reported the approximate amount in dollars of their construction programs for 1930:

Source:	Estimated Amount
Board of County Supervisors.....	\$ 25,083,556
Board of Public Works.....	16,000,000
Building Permits—Annual average as given by Superintendent of Building of Los Angeles.....	100,000,000
Bureau of Power and Light.....	5,262,000
Bureau Water Works and Supply.....	4,250,000
City of Los Angeles—Public Improvements.....	30,917,000

Home Modernization Bureau.....	25,000,000
Remodeling of Homes.....	
Home Telephone and Telegraph Co., Pasadena.....	732,000
Los Angeles Gas & Electric Corporation.....	5,167,759
Los Angeles Street Railway.....	1,500,000
Pacific Electric Railway.....	2,580,000
Pacific Telephone & Telegraph Co. (So. Calif. Dist.).....	10,836,000
South. California Edison Co.....	23,600,000
Southern California Gas Co.....	4,000,000
Southern Cal. Telephone Co.....	10,464,000
(This is part of a 5-year program which will total over \$52,000,000.)	
Southern Counties Gas Co.....	1,529,000

Southern Pacific Company.....	5,703,000
(This is the Southern California part of a \$50,000,000 program on the line from El Paso to Portland.)	
Union Pacific.....	2,250,000
Associated Oil Company.....	20,000,000
Motion Picture Industry.....	38,000,000
Southern Cal. State Roads.....	44,030,000
Los Angeles City Parks and Playgrounds.....	250,000
California State Buildings in Southern California.....	2,343,000
Associated Telephone Co.....	2,000,000
Los Angeles Harbor.....	2,000,000
	\$383,497,315



Pedestrian
Signal



Traditional
Signal

The Most Difficult TRAFFIC PROBLEM in the United States

By MILLER McCLINTOCK

Director, The Albert Russel Erskine Bureau for Traffic Research

Reprinted from *Motorland*

EVERY city has its prize traffic problem which it considers the champion of all traffic problems. Sometimes it is a single complex intersection such as Columbus Circle in New York City, Governor Square in Boston or First and Glendale in Los Angeles. Sometimes it is a difficult and crowded street length such as Broadway in New York City, Washington Street in Boston, or Canal Street in New Orleans.

After a considerable acquaintance with the most aggravating traffic problems in the United States, the writer nominates Market Street in San Francisco as the most "cussed" traffic street in the United States. If you feel that your city has been slighted, don't hesitate to speak up, but first read the reasons. It is not because it is crooked, for it is straight as a string. It is not because it is hilly, for it has no noticeable grade. And it is not because it is narrow, for it has a width of one hundred and twenty feet between property lines, and a uniform roadway width of seventy-six feet.

For almost two miles Market Street runs through the central business district of San Francisco. But it runs in such a manner as no downtown business street ever ran before. In this distance thirty-seven streets enter from the north and nineteen from the south in such a manner as to form a series of twenty-four irregular intersections no two of which are alike. So irregular are the intersections that at but thirteen is it possible for traffic to cross.

Arrangement Inherited

This peculiar physical arrangement was inherited from the days of '49 when a hitching post was the nearest approach to traffic control that had ever been needed or contemplated. When the gold rush town of Yerba Buena, which lay to the north of the present Market Street, began to expand, the city fathers extended the rectangular street plan southward until they came to a problem. This was in the form of the old road that connected the Mission Dolores with the water front.

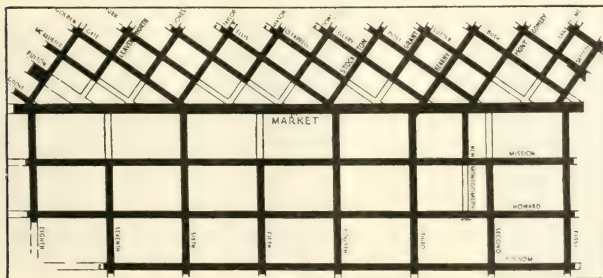
It was a problem because it inter-

sected the proposed plotting at an angle of about forty-five degrees. To have made it conform would have been a violation of tradition and without doubt the convenience of those few who had built along the old Mission road. It was left, and with the gold business rushing and the future bright, a more generous planning policy was adopted.

Streets Parallel

Streets to the south of Market Street were laid out parallel with it and blocks of 825 by 550 feet, with streets of 82 feet in width, were used instead of skimpy blocks of 275 by 142 feet and streets of 68 feet which had prevailed to the north. The resulting pattern is shown in the pattern map of a section of Market Street accompanying this article.

On top of all these troubles some years ago the city had a fight with the private traction company, went into the street car business, and today Market Street has four car tracks for its full length through the business district. These have not helped to relieve the



San Francisco's Market Street, the most "cussed" traffic street in the United States, is the junction of two districts, the block patterns of which differ in size and shape, creating irregular intersections, no two of which are alike. In this sectional map, ten of the sixteen intersections are shown in white to indicate the deadened traffic streets.

problem. For pedestrians to cross Market Street has been about as interesting as playing tag with switch engines in a busy freight yard.

Although Market Street is a natural approach to the Central district for vehicular traffic, the street cars have just about discouraged the automobile driver. The four street car tracks take up forty-three feet of the roadway width, leaving room for only one line of moving vehicles on each side, in addition to the parking. Despite this handicap the street carries 10,000 vehicles per business day.

Not only do the street cars have plenty of track in the street, but they keep it busy. At the heaviest traffic point 6300 street cars pass from 7 a. m. to 7 p. m. and 2150 at the lightest point. Seven street car lines cross Market Street, and at nine points lines turn off the street.

Pedestrian Traffic

Being in the heart of the business district, and having many of the largest stores, Market Street has a large volume of pedestrian traffic. An eight hour count showed 110,000 persons walking through a single intersection. Pedestrian movements are complicated by the design and use of the street. The width of the roadway and the four busy car tracks cause confusion. Pedestrians have frequently been stranded in the middle of the street between moving street cars, a situation not necessarily fatal to slender persons but one which affords at least a close shave for those who are plump. The irregular intersections have often made it necessary for pedestrians to cross Market Street at places where it is impossible to give signal indications. The same irregularity has resulted in cross-walks of very great length, especially along the north side of the street. One of these cross-walks from sidewalk to sidewalk is 320 feet in length.

Jay-Walking Dangerous

Lots of things can happen to an unprotected pedestrian while walking through heavy traffic for a distance of 320 feet. Lots of things have. Many



Painted traffic lanes, to channelize vehicular flow, have doubled the capacity of many of Market Street's complicated intersections. In the foreground is a safety island beacon.

of the other cross-walks exceed 200 feet in length.

Certainly Market Street is enough to give any traffic expert high blood pressure.

For the past three years a citizens' committee, the San Francisco Traffic Survey Committee, with a staff of engineers, has been working to reduce this world's worst traffic problem to a point where citizens can use Market Street with less fear and trembling and with a preservation of at least a part of their personal dignity. In this work the California State Automobile Association, the California affiliated club of the American Automobile Association, has taken a leading part.

These endeavors are now beginning to bear fruit. How the relief has been accomplished may be worth relating, for while it is doubted if any other city has a comparable problem, Market Street in its various problems is a kind of encyclopedia of all traffic ills.

The most pressing problem was pedestrian protection. Some way had to

be found to keep Market Street from becoming a barrier to the movement of shoppers in the business district. Individual citizens were very helpful with suggestions, popularity being divided between pedestrian bridges and tunnels, and far less practicable methods. Perhaps some of these devices will still have to be called into service.

Policy of Conservatism

The committee, however, believed in a policy of conservatism. The first step was to designate a system of cross walks for the entire street. These were as few in number as was consistent with handling the crowds, but each cross-walk was placed where it would serve the greatest number, where the crossing distance was shortest, and where there would be the greatest protection from vehicles and street cars. The cross-walks were marked with metallic marks and broad bands of yellow paint.

At best some of these cross-walks were over 250 feet in length, entirely too long for a non-stop pedestrian flight. Hence emergency landing fields or safety islands were built at the more difficult points. These resulted in one instance in reducing the maximum exposure of pedestrians to traffic from 320 to 65 feet. These pedestrian islands also serve to channelize vehicular traffic. They are protected at night by flashing beacons.

The loading zones for street cars had been placed wherever it seemed most expedient. Some of these were in places where riders found it necessary to cross dangerous street areas, and others were so located that stopped street cars blocked the flow of traffic from entering streets. Many of these have been relocated and strong protective loading platforms have been constructed for the protection of those boarding or alighting from street cars.

Innovation in Traffic

The irregularities of the street and the necessary location of the cross-walks necessitated an innovation in traffic control signal practice. At many places the ends of the cross-walks were

(Turn to Page 64)



Examples of Market Street pedestrian regulation. (Left) Beyond the vehicles, pedestrian flow across Market; in the foreground, vehicular signal, pedestrian signal and beacon. (Right) Pedestrian flow with traffic along Market at the busy intersection with Stockton and Ellis. The four lanes of street cars along Market are also well illustrated.



HERE'S ANOTHER REASON!



President's Page

by G. Gordon Whitnall, President

RICHARD L. Panning, County Sheriff Carl Bush, of Los Angeles County, recently voiced a very pertinent question. He was analyzing a speech by a member of the county assessor's office, who in describing the tax burden on land, included in addition to the regular tax rate, the assessment levied for a variety of public improvements.

The question, Mr. [illegible]
"Why did you [illegible]
has lost the [illegible]
on our nation's [illegible]
our washing [illegible]
thing else [illegible]
be [illegible]

question is whether it is in the interest of the government to subsidize those cities. This is a question that the owner has to answer by proving that the benefits he will obtain from seeking relief are greater than the cost of the relief. It is interesting to note that the government paid for the relief that the firm and the business owner is acquiring from the government which

On January 27, the so-called Citizens' Committee of the U. S. Senate, appointed to delve into the matter of telephones and radio, will convene. Mr. Milton Bryan, assistant city attorney of Los Angeles and chairman of the League's Special Committee on Telephone Rates, reports that cities from Washington to California are prepared to appear. Mr. Bryan, himself, as representing the League, has forwarded a most forceful document, the burden of which is the establishing of the fact that so far as California is concerned at least, the so-called telephone trust is nonanswerable.

handicapped in dealing with rate matters with subsidiary companies within the state.

Urges More Authority

For ages, but the extensive Commission Commission be granted authority of such sequence will make available

ern policies must inevitably fall at the tail end of the procession.

This magazine, PACIFIC MUNICIPALITIES, is the official organ of the League of California Municipalities. There is every assurance of a continued improvement in its quality and character. No city official can afford not to scrutinize its pages regularly. It is our "trade publication." I congratulate the management on the improvements being made.

Probably no subject connected with
~~criminal government is receiving so~~

kind probably ever held anywhere in the country. It is interesting to note that a similar group has been organized in the North, the next meeting of which will be held February 15 in Alameda. The entire board of directors expect to be present at that meeting.

Any bank that attempted to function without the services of the local clearing house association would be rapidly forced out of business because of its consequent isolation. The League of California Municipalities bears to the cities of the state the

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connected with receiving much of the state income tax. The state employs the same people who are distributed over property in proportion to the benefit. This policy is sound. Nevertheless there has been a great deal of criticism directed towards the employment of special assessments for the financing of certain highway improvement projects, notably highways, bridges, tunnels and drainage systems.

Subject Analyzed

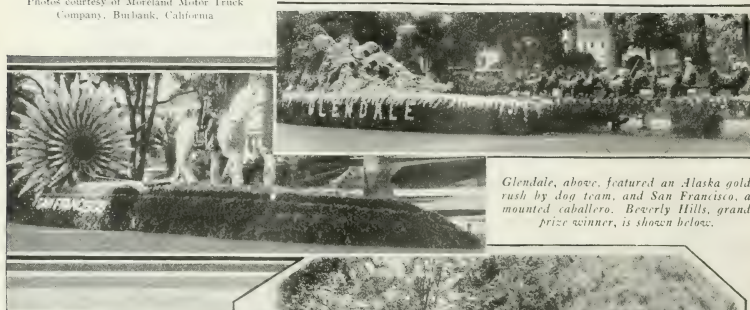
A careful analysis of the subject reveals that the difficulty does not lie in the theory of special assessments for benefits. The real difficulty arises out of a rather radical change in what constitutes the beneficiary. It has been

(Turn to Page 31)

We Reach *All* the Buyers

PASADENA PAYS ANNUAL TRIBU

Photos courtesy of Moreland Motor Truck Company, Burbank, California



Glendale, above, featured an Alaska gold rush by dog team, and San Francisco, a mounted caballero. Beverly Hills, grand prize winner, is shown below.

PASADENA'S annual Tournament of Roses is proclaimed universally as the world's most beautiful pageant. Artificial flowers are not permitted and millions of fresh blooms are used in decorating the floats which for beauty, grandeur and size are unequalled. Automotive power is used for all vehicles to transport the magnificent entries. The parade always moves promptly and with unbroken ranks.

Because of the exclusive use of motor vehicles, lack of delay and interruptions becomes one of the features of the event. There is intense rivalry among municipalities, especially those in Southern California, to win first honors in that classification. The floats themselves are gorgeous and weeks are required in making the framework and adding the decorations. The flowers cannot be placed until the night before. New Year's Day in order to have them retain their freshness. Each year, Pasadena entertains guests from many parts of the world, who have come solely to witness the Tournament of Roses.



E TO THE GODDESS OF FLOWERS

BEVERLY HILLS WINS GRAND SWEEPSTAKES PRIZE

San Francisco's Mayor Heads
Rose Fete

THIS year's program was more glorious than ever.

The beflowered float entered by the city of Beverly Hills was awarded the grand sweepstakes prize. The float, built with more than 1,000,000 separate blooms, was called "The End of the Rainbow," and depicted four pots of gold, with the precious metal represented by yellow pompoms, overflowing before replicas of four Beverly Hills homes at the ends of the enormous flowered rainbow.

The city of Glendale won the second major prize, that for the "theme" float. It depicted a scene of the gold rush days, with an aurora borealis in flowers splashing behind two mountain ranges from which the water flowed.

The city of San Francisco won first prize in the second division, that for entries of municipalities. The city of Los Angeles was second, the city of San Jose third and the city of Fresno fourth in that division.

Mayor James Rolph, Jr., of San Francisco, was grand marshal of the Tournament of Roses parade. An invitation to serve in that capacity was received by Mayor Rolph from C. Hal Reynolds, president of the Tournament of Roses Association, and who sent the following telegram:

"May we have the honor of your presence as grand marshal of the parade? The friendship of San Francisco toward our efforts in a festival to portray the spirit of California to the world has been an inspiration which would be fully realized by your generous acceptance."



Contrast the Los Angeles float of 1930 with that of the city's Chamber of Commerce in 1908, lower left. Below is shown the floral tribute to the visiting football team, an immense symbolic panther.



How Salinas Solved Its Sewage Situation

By HOWARD COZZENS, *City Engineer*

NEARLY every growing city finds itself confronted from time to time with intricate and difficult problems connected with the collection and disposal of sewage, usually involving considerable expense to the taxpayers. Because of the universal existence and the relative importance of such problems, our experiences with domestic sewage purification, and the disposal of industrial wastes and storm water, will be of interest to other communities.

Salinas, the county seat of Monterey County, situated in the heart of the fertile Salinas Valley, is a city of approximately 8000 population. In addition to the ordinary commercial business of an average city serving an agricultural area, the principal industries consist of a milk condensary and vegetable and fruit canneries.

First Sewer System

The first sanitary sewer system was installed more than thirty years ago. It consisted of a collection system to serve the city as it then existed and an outfall sewer about three miles in length to carry the sewage to the Salinas river. This outfall was carefully laid at the time of its construction, but through a part of its length the bottom of the trench was in a silted sand formation approaching quicksand, resulting in an unstable foundation.

As the city developed and grew the sanitary sewers were extended from time to time to serve the expanding territory of the city. The topography at Salinas is exceedingly flat and a time came when the ends of the lateral sewers had been extended until they were almost on the surface of the ground. Further extension was impossible without pumping. Further, the old outfall sewer, after its thirty years of service, began to weaken here and there. Breaks occurred along the line, which, because of the poor foundation conditions under the pipe, became more frequent and were expensive to repair. The line became partly clogged with sand from these breaks, which caused it to flow under pressure and the pressure in time found new weaknesses and caused more breaks.

Sandy Land Discharge

The city had purchased a tract of sandy land in the Salinas river bottom at the end of the outfall sewer. The sewage was discharged onto this land, where it formed great pools and was

allowed to seep through sand dikes into the river. Due to good isolation, this method, though crude, seemed adequate until the flow of sewage became so great that the dikes frequently broke and the sewage flowed directly into the river. No great menace to health existed from this source because no water was taken from the river between the sewer outlet and the ocean.

In order that the city officials of Salinas might familiarize themselves with sewage treatment problems and methods, they made an inspection trip to several sewage treatment plants in Central California and conferred with other city officials and with the engineers of the State Board of Health. With that information as a background and with the advice and assistance of the engineers, we are told by Mr. Cozzens in this article, the Salinas City Council adopted a plan of procedure which they felt was entirely justified from the standpoint of need of sewer improvements, and which was well within the financial reach of the city.—The Editor.

However, a few miles below the sewer outlet at the mouth of the river, the quiet water of the river is used for bathing, boating and considerable fishing. The city officials realized the possibility of injury to the fish life of the stream due to the depleted oxygen supply in the water. This possibility, combined with complaints of odors and unsightliness and the possibility of health menace along the river, made untenable and existing disposal plan.

Storm Sewers

In 1917 the city installed storm sewers discharging into a conveniently located drainage canal, to serve the major portion of the developed area of the city. However, the southeastern portion of the city which was not served by these storm sewers, became the most rapidly developing residential district of the city. The paving program in this district was seriously hampered by lack of drainage and storm sewers. In several instances, streets

were paved for half their width only, leaving room for the installation of sewers. Each winter the absolute necessity for disposing of the storm water in this territory became more apparent.

Industrial wastes from a gas plant, a milk condensary and a fruit and vegetable cannery, discharged into a drainage canal meandering through the city were causing increasing odor and fly nuisance, with well-founded complaints from citizens.

By the end of 1927 the need for extending both the domestic and storm sewage systems and the need for more adequate domestic sewage and industrial waste control, became acute and some action became imperative.

Engineer's Problems

The work of a city engineer with all the detail connected with street grades, paving, minor sewer and water improvements and the maintenance and operation of the city's interests, is general in its nature and requires the full attention of the average engineering department. When major projects arise in sewage and garbage disposal, water supply or water purification, they require specialized engineering knowledge. Because these special problems occur infrequently in a single city, it is more economical and expeditious for a city to employ consulting engineers who specialize in this class of engineering projects. Accordingly, the city engineer requested that the Council employ Burns-McDonnell-Smith, consulting sanitary engineers, to cooperate with him in making a study and recommendations for solution of these problems. This firm was retained by the city in March, 1928, and after the collection of data, surveys and careful study, submitted a preliminary report in July of that year. The report outlined the various problems and the factors involved in their solution with comparative estimates of cost of alternative methods and the engineers' recommendations.

Other Plants Studied

In order that the city officials might familiarize themselves with sewage treatment problems and methods, they made an inspection trip to several sewage treatment plants in central California and conferred with other city officials and with the engineers of the State Board of Health. With this in-

formation as a background and with the advice and assistance of the engineers, the Council adopted a plan of procedure which they felt was entirely justified from the standpoint of need of the improvements, and which was well within the financial reach of the city.

Through the coöperation of the newspapers and by personal contact with the public, the members of the Council kept the public thoroughly informed as to the investigations, report and proposed improvements. Nevertheless, an educational campaign was effected before the date of the election in order that each citizen might be completely informed before casting his vote.

Articles appeared in the daily papers as separate interviews with each Councilman and the Mayor. Each of these articles dealt with a little different phase of the situation and taken as a whole they explained in detail all of the proposed improvements, their cost and what they would accomplish. Various civic groups held meetings at which the Council and the engineers explained the situation and secured the endorsement of the various organizations. An essay contest in the schools, with prizes for the best essay on the need of the improvements, aroused much interest and discussion.

As a direct vote of confidence in the project and in the work of the city administration, the people voted ten to one in favor of the \$350,000 proposed bond issue. The election was held on February 26, 1929, and plans were immediately started for carrying out the construction program.

Final detail plans and specifications were prepared by the engineers, competitive bids received on July 1, and construction contracts awarded at slightly less than the estimated cost, so that Salinas is now well on the way to an adequate and economical solution of its perplexing sewage problem.

Sewer Improvements

The improvements now under construction involve the complete separation of the trade wastes and domestic sewage. A high-grade treatment plant to treat the latter is being constructed between the city and the river. This plant is of the activated sludge type, consisting of a preliminary and final sedimentation with separate sludge digestion and spiral flow aeration tanks. The gas from the digester will be collected and burned for the present as a means of odor control, but later it can be used if necessary for heating the digesting sludge. This is the first plant in the state incorporating all of these advanced ideas in sewage purification. A new vitrified clay pipe outfall for

the domestic sewage is being constructed from the city to the treatment plant and a pressure effluent line of centrifugal spun reinforced concrete pipe is being constructed from the plant to the river, where the purified water will be turned directly into the stream.

Further extensions to the domestic sewage collection system have been provided for and pumping plants located to serve the low-lying districts.

A storm sewer is being built from the southeast portion of the city to the river. This sewer will relieve the difficulty now experienced with the storm water drainage in that section, and will carry pretreated industrial wastes to the river.

Industrial Waste Separated

The studies made by the engineers brought out the fact very clearly that all industrial wastes should be kept separate from domestic sewage and that so far as practicable, each industry should give its own wastes some pretreatment at their point of origin. Since the city is zoned, and all industry will be concentrated within the industrial district, it was found entirely practical to serve this district by a combination storm water and industrial waste sewer system. Such a system has been laid out, and the portion of it necessary for present needs is now under construction. By careful regula-



The outstanding records of economical performance of Fageol trucks on the Pacific Coast and their ability to earn profits consistently for private transportation companies, make them the choice of municipal governments when dependable motor trucks are required.

FAGEOL MOTORS COMPANY

107th Avenue and Hollywood Boulevard
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tion of wastes at the milk condensary, and by continuing the filtration of gas plant wastes through coarse sand at the gas plant, it has been determined that for the present these wastes may continue to discharge into the drainage canal without undue nuisance. When conditions require, the industrial sewer will be extended to pick up these wastes.

Waste from the fruit and vegetable cannery cannot be discharged into the canal, even with pretreatment, without causing nuisance. The city is therefore

constructing a plant for treatment of these wastes, by fine screening through a revolving drum screen, followed by sedimentation in a mechanical type clarifier. Screenings will be deposited in heavy cans, while sludge deposited in the clarifier will be pumped into a storage tank. Screenings and sludge will be trucked daily to place of disposal outside the city limits. The plant will be operated entirely at the expense of the cannery. After screening and clarification the waste will be dumped into the storm sewer, and car-

ried to the river, where it will be spread over natural sand beds by suitable checks and dikes.

With increase in amount of these industrial wastes, it is likely that treatment on sand beds may become impracticable in the future. Since the storm sewer carrying these wastes passes directly by the activated sludge plant site, it is proposed to conduct experiments on their treatment in connection with the regular plant operation, and provide the necessary treatment at the same site, when required.

MEETING OF CALIFORNIA (NORTHERN) CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS' ASSOCIATION

At Alameda, California, February 15, 1930

By B. L. HAYS, *Secretary-Treasurer*

PRESIDENT LYNCH called the meeting to order at 10:15, after which Mayor Victor L. Schaefer gave us some of the many qualifications of Alameda, such as its harbor, airport and municipal lighting plant, which is a wonderful source of revenue to the city. He also gave us a hearty welcome to the city, saying that he knew much was to be derived from such a meeting as this. City Clerk John Lynch ably responded, after which he asked all in attendance to stand and introduce themselves.

Gordon Whitnall, President of the League of Municipalities, spoke to us for a short seventy minutes on Public Finance, featuring his discussion on Special Assessments and their limitations. During his address he brought out the fact that, as a general rule, municipal taxes in California were not in excess and the only complaint was on Special Assessments. In taxes, bond issues or special assessments, two things must be guarded, one, a definite maximum limit to be raised and second, the funds then expended on a strict budget. That our municipalities should be run more on a business-like basis, and we, as the ones who go on forever in our work, should assist the Councils or Boards and see that the tax monies are properly cared for, said the speaker.

Ivan Swartout, of San Fernando, President of the State Section of Clerks, Auditors, Assessors and Treasurers' Association, asked that immediate attention be given the questionnaire sent out by Miss Gladys Roberts, State Secretary. He stated that every effort is being made to have an unusually fine program, one which will help us all, and asked that you return your questionnaires at once so the program can be made up.

POPULAR CITY CLERK



BASIL L. HAYS

William J. Locke, Secretary-Manager of the League, spoke next on the importance of uniform assessments for taxes and the placing of a limitation on special assessments.

Fred J. Croll, City Assessor of Alameda, spoke briefly on the Veterans' Exemption Board, after which the meeting adjourned to Encinal Yacht

(Turn to Page 59)

EDITOR'S NOTE.—As an indication of his popularity, the San Jose "Mercury-Herald" has the following to say of B. L. Hays, Secretary-Treasurer of the California (Northern) City Clerks, Auditors, Assessors and Treasurers' Association:

"Nicknamed 'Bay' by his baby brother, who could not manage the dignified and royal appellation of 'Basil Lloyd,' Bay Hays, city clerk of Mountain View has been 'Bay' ever since. A Hoosier, Hays lived in his native state until 22 years of age. During this time he hopped bells in Indianapolis hotels, served as hotel clerk and had interesting adventures as 'house detective.'

"Hays was a Pullman conductor for the next seven and a half years, having runs out of Indianapolis, Louisville, Kentucky and later from Seattle, Washington, where he was transferred.

"In 1924 Hays came to Mountain View from Seattle. The following year he was elected city clerk, which position he still holds. At the formation in December of the City Clerks' Association of Northern California Hays was elected secretary-treasurer of the new organization. He also serves as secretary of the Community Chest and of the Kiwanis Club.

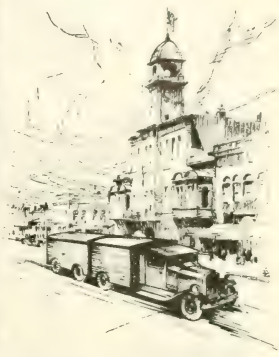
"During the world war Hays was stationed at Fort Hancock, New Jersey. He is service officer in the local Leon Robart Post at present. He is a member of the Masonic order and of the Knights of Pythias. Hays is a member of the Christian Church.

"As a diversion Hays assists in the embalming and at the funeral services in a mortician's establishment."

There's nothing "*just-as-good*" as a concrete street



Concrete-paved McDonald Avenue in Santa Rosa, Calif.



Street paving, today, must be better than ever before. It has to stand more punishment. The two-horse wagon is now a five-ton truck, and it soon finds the weak spots in poor paving. But concrete asks no favors and makes no apologies. There's nothing "just-as-good" as a concrete street.

Concrete stands up under the abuse of modern traffic. Repair and maintenance costs are practically nothing. Concrete provides a smooth, but gripping surface that speeds traffic, with utmost safety. Concrete is putting city streets on a par with the state's best highways. Why risk an experiment?

PORTLAND CEMENT *Association*
CONCRETE FOR PERMANENCE Los Angeles :: San Francisco



...A portion of Sixth Street between I and L Streets in Sacramento, showing reclaiming work in progress, as well as close up of old, rough pavement.

... The same street as it looks today ... completely resurfaced.

... Another view of the same street during the course of resurfacing. Note disintegrated old surfacing.



Less Than 3¢ a Square Foot



Old surfaced streets are being reclaimed by the Engineering Department of the City of Sacramento, at a cost of less than three cents per square foot. This is done by the use of one-quarter gallon per square yard of Gilmore 90-95 Roadamite Asphaltic Road Oil applied to the old pavement, followed by a leveling course of $\frac{3}{4}$ of an inch of rock over which is spread a half gallon per square yard of 90-95 Gilmore Asphaltic Road Oil which, in turn, is covered by one-quarter inch screenings to a depth of one-half inch.



Approximately 200,000 square feet are being reclaimed this year by this method. Regardless of what your surfacing problems are, Gilmore Engineers can help you solve them successfully and economically.

GILMORE

Roadamite

ASPHALTIC ROAD OIL

Just say I saw it in Pacific Municipalities

ALAMEDA MEETING

(Continued from Page 56)

Club where a special Italian luncheon had been prepared.

During the luncheon we were favored with short talks by Prof. S. C. May, University of California; Harry C. Denton, City Clerk of Sacramento; Miss Gladys Roberts, City Clerk of Petaluma; George H. Allen, Editor and General Manager of Pacific Municipalities, and G. E. Hickok, City Manager of Alameda.

Upon motion it was voted to hold the April meeting in Vallejo.

Harold L. Hock, City Assessor of Berkeley, then extended the invitation to hold the June meeting in Berkeley.

The luncheon was followed by a five-hour boat ride out the estuary, around the Bay and just outside the Heads. We were entertained well on boat by Adolph's Italian Minstrels, who were much enjoyed by all. Refreshments were also served aboard ship.

Before adjournment, our appreciation was shown by a rising vote of thanks to the city of Alameda, its officials who participated in the program and especially the city clerk, William E. Varcoe, for the instructive and entertaining meeting, which was enjoyed by the following:

Alameda—W. E. Varcoe, City Clerk; Mrs. W. E. Varcoe, guest; Mrs. Elizabeth Hollywood, Auditor and Assessor's Office; Mrs. Hazel Tearle, Deputy City Clerk; Donald Tearle, guest; E. N. Cline-Smith, Deputy Auditor; Mrs. E. N. Cline-Smith, guest; B. Jost, Deputy Assessor; Mrs. B. Jost, guest; Burnett Hamilton, City Engineer; Mrs. Burnett Hamilton, guest; Mrs. E. McBeth, City Engineer's Office; E. McBeth, guest; F. J. Croll, Auditor and Assessor; Homer R. Dallas, Treasurer; Mrs. Homer R. Dallas, guest; Miss Beatrice Lubbock, Secretary to William J. Locke, Secretary-Manager League of California Municipalities; Herbert B. Gee, Editorial Department, Pacific Municipalities; William J. Locke, Secretary-Manager League of California Municipalities; Mrs. William J. Locke, guest; C. E. Hickok, City Manager.

Berkeley—E. J. Sinclair, City Attorney; Harold J. Hock, City Assessor; Prof. S. C. May, University of California.

Burbank—James H. Mitchell, City Attorney.

Burlingame—J. R. Murphy, City Clerk and Assessor; J. V. Caffey, City Judge; John F. Davis, City Attorney; Frank A. Bloom, Treasurer and Purchasing Agent.

Corte Madera—Miss Mary Gardiner, City Clerk.

Hayward—J. E. Welch, Deputy Assessor.

Lodi—J. F. Blakely, City Clerk.

Los Angeles—G. Gordon Whitnall, President, League of California Municipalities.

Los Gatos—Mrs. Donna Winning, City Clerk.

Monrovia—H. S. Gierlich, City Engineer.

Mountain View—B. L. Hays, City Clerk.

Oakland—Harry G. Williams, Auditor; Osborne T. Knapp, Deputy Auditor; R.

M. Ham, Executive Secretary to Auditor; Frank C. Merritt, City Clerk; Charles M. Don, Chief City Clerk; W. W. Chappell, Deputy City Clerk; Chester Hunt, City Planning Engineer.

Palo Alto—L. T. David, City Attorney.

Petaluma—Miss Gladys Roberts, City Clerk.

Richmond—Miss Marie Whitesides, City Auditor; A. C. Farris, City Clerk; J. O. Ford, Assessor and Tax Collector.

Sacramento—Harry C. Denton, City Clerk.

San Fernando—Ivan A. Swartout, City Clerk.

San Francisco—George H. Allen, Editor and General Manager, Pacific Mu-

nicipalities; M. B. Bothwell, Business Manager, Pacific Municipalities.

San Mateo—Oscar F. Weissgerber, City Manager.

San Jose—John J. Lynch, City Clerk; Mrs. John J. Lynch, guest.

San Rafael—Eugene Smith, City Clerk; Mrs. Eugene Smith, guest; George Murray, City Treasurer and Tax Collector; Mrs. George Murray, guest.

Santa Rosa—John Hawks, Auditor and Assessor; N. L. Donovan, City Clerk.

Turlock—A. P. Ferguson, City Clerk.

Vallejo—George D. Hildreth, Auditor and Assessor; M. W. Bowker, Deputy Auditor; Mrs. M. W. Bowker, guest.

HOME RULE BOARD TO AID CALIFORNIA COUNTIES

CALIFORNIA counties will not have to look to the state legislature every time they desire to increase an officer's salary or to add new deputies in their offices, if the new "home rule" commission named by Governor C. C. Young succeeds in its purpose.

The commission was created by the 1929 legislature in the hope the legislature would rid itself of voluminous county government bills.

The Present System

At present a separate legislative act is passed for the government of each county. When changes are needed, the assemblyman or senator introduces a bill to cover the amendment, which must pass through all stages before adoption.

Governor Young, in speaking of the Home Rule bill, said:

"This is one of the most indefensible methods of our legislative system. Cities have always been given the right to govern themselves, so why not counties?"

Serve Without Pay

Members of the commission, who serve without pay and who must be ready to report on the "home rule" plan at the 1931 legislative session, are:

R. W. Blackburn, Ternal, president of the Farm Bureau; Thomas M. Carlson, Richmond attorney; E. A. Cottrell, Palo Alto, professor of political science at Stanford University; Jonathan S. Dodge, Pasadena, former chairman Los Angeles board of supervisors; John N. Edy, city manager of Berkeley; William C. Jerome, Santa Ana, Orange County auditor; William J. Locke, Alameda, secretary-manager, League of California Municipalities; S. C. May, Berkeley, associate professor of political science, University of California, and Frank J. McCoy, Santa Maria, member of the Santa Barbara county planning commission.

FRESNO OFFICIAL RESIGNS TO ENTER PRIVATE PRACTICE

Andrew M. Jensen, Commissioner of Public Works for the City of Fresno since early in 1925, and one of the outstanding engineers in California municipal circles, has resigned to



ANDREW M. JENSEN

engage in practice as a Civil Engineer. Mr. Jensen's resignation becomes effective March 1, after which he will establish offices in the Foxcroft Building, 68 Post Street, San Francisco.

Mr. Jensen's accomplishments as Commissioner of Public Works in the City of Fresno have gained for him not only statewide attention, but his efforts in behalf of the League of California Municipalities has made of him one of the organization's most valued members. At present he is president of the South San Joaquin Valley League of Municipalities, being one of its tireless workers.

PACIFIC MUNICIPALITIES joins Mr. Jensen's legion of friends throughout the state in wishing him unbounded success in his new venture.

The Thew Shovel Company and the Universal Crane Company announce the removal of their Pittsburgh office to Suite 1806, Benedum-Trees Building, 221 Fourth Avenue, Pittsburgh, Pa.

EDITORIAL PAGE

Automobile Fatalities

THAT considerable highway safety work remains to be accomplished is reflected in the fact that there were thirty thousand automobile accident fatalities throughout the Nation in 1929.

Because of increased motor travel, automobile deaths in 1929 were about 7 per cent greater than in the previous year.

The human factor still persists as the leading cause of mishaps. Railroad grade crossings and busy street and rural highway intersections continue to take startling tolls, as do narrow streets and roads. Noteworthy progress is being made, however, in the adoption of uniform traffic rules. In the neighborhood of twenty-five states have adopted Uniform Vehicle Code provisions.

Accident records reveal that laws cannot instill caution and courtesy into a vast portion of the motoring family, and from this it may be deduced that accidents can best be reduced by the provision of highway facilities that are difficult to misuse.

The automobile accident and death problem is serious, and it is going to require a great deal of serious thinking on the part of officials and citizens to bring about a reduction.

* * *

Municipal Executives' Page

EACH month since January of last year PACIFIC MUNICIPALITIES has presented its readers with a full page of photographs of municipal executives—those busy officials who devote their efforts to the upbuilding of the Pacific Coast.

From its inception the Municipal Executives' page has made a tremendous impression with our thousands of readers throughout the Pacific Coast and elsewhere, and, as a result, we have received scores of letters commending us for that special monthly feature in PACIFIC MUNICIPALITIES.

If you have not already done so, Mr., Mrs., or Miss City Official, this is a special invitation to you to favor PACIFIC MUNICIPALITIES with a photograph of yourself so that your city may be represented in our magazine. May we remind you that the only expense involved (to you) will be the postage that it requires to send us the photograph.

Concerning City Taxes

A STUDY made by the California Taxpayers' Association shows that the City of San Francisco's actual tax, reduced to true values, is the lowest in ten of the largest cities in California.

Tax rates are almost meaningless unless balanced with the proportions and Assessor's valuations bear to true values of property. If assessment valuations are only a third or a half of real values, the tax study points out, then the tax rate is only a third or a half of what it implies.

Assessors in different cities follow no uniform rule. In some cities property is assessed at full value, in others at two-thirds or a half. Tax rates of different cities, for that reason, necessarily are not comparative on their face. To make them comparative, the tax study further points out, it is necessary in each case to work out the meaning of the rate in relation to the true value of the property taxed.

On that theory the California Taxpayers' Association finds the San Francisco rate of \$3.94 on the \$100 of assessed valuation means only \$1.50 on the \$100 of real property value. San Diego comes next with \$2.06 on the \$100 of real value. Los Angeles is third with \$2.13. The other cities with their tax assessments follow: Long Beach, \$2.155; San Jose, \$2.204; Fresno, \$2.855; Oakland, \$2.98, including 50 cents water utility rate; Berkeley, \$3.222; Alameda, \$3.444; Sacramento, \$3.98.

* * *

Lighting the Airways

ADDITIONAL thousands of miles of twenty-four-hour airways—routes so marked that flying is no longer a dawn-to-dusk enterprise—are to be put in service by the United States Department of Commerce, which is to install four hundred additional airway beacons at intervals of ten miles each along the new night routes.

* * *

Reforestation is gradually coming into its own, and during the last three years 1,055,658 acres have been added to the state and community preserves. The state of Washington led in the increase, with Pennsylvania second. The total of public-owned forests is now in excess of 12,000,000 acres.

New Orleans— one of America's three "story cities"



MARDI GRAS

the renowned New Orleans Mid-winter Carnival, February 27 to March 4



Comfortable Club car is included in the fine equipment of the "Sunset Limited"

WHICH are the three most interesting cities in America? Frank Norris, famous novelist, declared them to be New York, New Orleans and San Francisco. "Story cities," he called them.

Southern Pacific, by steamship and rail, presents all three of these fascinating cities to the traveler in a single journey.

From San Francisco, through Los Angeles—the Spanish-American Southwest, a 10-day stopover if you wish in El Paso—Juarez, Old Mexico is but five minutes by trolley. Across Texas and Louisiana to New Orleans. You will enjoy a stopover there.

You will turn irresistibly to the old French quarter, every building of which is haunted with memories and legends. You will pass the site where stood the slave block in days before the Civil War. And you will turn with delight to the Mississippi River levees.

Here is quaintest Dixie! The modern, throbbing, vital city of New Orleans can never lose its foreign flavor.

And then, continuing your journey, you have your choice of convenient trains to mid-west or eastern destinations or a comfortable Southern Pacific steamship "100 golden hours at sea" to New York.

Return journey to California can be any one of *four* Southern Pacific routes. Stopovers may be taken anywhere.

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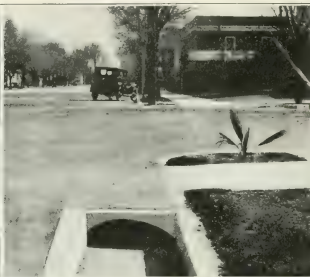


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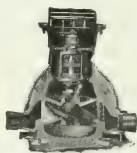
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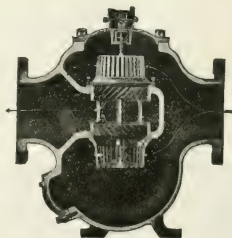
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TRIDENT CREST

Secretary's Page (Continued from Page 42)

this subject were sent broadcast to all mayors of the state inviting their criticism and comments. Revised copies, together with the comments received, will be sent out again at an early date.

Home Rule for Charters. On January 23, Secretary-Manager Locke addressed a committee of leading citizens at Auburn, Placer County, on the subject of county Home Rule. Governor Young recently appointed a special commission on this very important subject to investigate and submit a report for the next legislature.

Elections in Sixth Class Cities. Since our last issue, complete forms regarding the coming elections, with instructions for their use, have been sent out to all the sixth class cities in the state. From letters and information otherwise received at League headquarters it is apparent that this kind of service is much valued and appreciated.

Public Administration and Its Improvement. This subject involves one of the most important problems confronting the American people. Municipal government made much progress in the last twenty-five years, but more remains to be done. It has been said that "eternal vigilance is the price of liberty," and it may well be paraphrased by another declaration that "eternal vigilance is likewise the price of good government." Nothing is more menacing to the cause than the disposition which still exists in some quarters and among some people to remove administrative officers for political reasons or without a good excuse. It takes years to become a good City Clerk, Municipal Engineer, or City Attorney, and yet there are some people that are constantly demanding a "housecleaning," as they call it.

It has been said that "a councilman that votes to discharge an experienced and efficient administrative officer simply to satisfy a personal grudge or pay a political debt is not only an undesirable citizen, but is unworthy of the sacred trust which the people have reposed in his keeping." A city where this practice is indulged in cannot possibly hope to enjoy good government for the reason that its laws are administered either by novices or the tools of politicians. Competent people will not be disposed to take up the work of public administration if the tenure of office depends on a political weathercock which may swing one way today and another way tomorrow.

Local Branch Organizations. Nothing will do more to advance the science of government than local organization and occasional meeting of public of-

ficials so that they may have an opportunity of exchanging ideas and experiences and learning new methods. The application of better methods of reporting, accounting, filing and administration generally will go a long way to insure greater stability and security in administrative offices. The time will come when legislative bodies will be forced to surrender to experience and efficiency and retain trained officials, if for no other reason than the protection of their political prestige.

Subdivision Control. The last legislature passed a statute giving municipalities and counties greater control over the laying out of new subdivisions. One ordinance has been framed for Santa Maria, and another is in course of preparation for Sacramento. Los Angeles and Santa Barbara counties are likewise working on subdivision ordinances. It has been proposed that these ordinances be studied by a league committee with a view of designing a model ordinance which other cities may use as a basis. For that purpose it is urged that any cities having recently adopted a subdivision ordinance should send a copy to League headquarters.

Committee on Public Safety. On February 7, Secretary-Manager Locke, as representative of the League, attended a meeting of the California Committee on Public Safety, which was held at the Palace Hotel in San Francisco. Many of our readers who attended the Oakland convention will recall the wonderful address on this subject which was delivered by Ralph W. Robinson, one of the prominent members of that committee.

Amendments to the Handbook. On February 17, two hundred and thirty copies of amendment slips to the handbook were sent out to the city clerks of all fifth and sixth class cities throughout the state. The handbook is published by A. Carlisle & Co. of San Francisco, and those who have heretofore purchased copies may obtain those amendment slips upon application to that firm without any extra expense.

Meeting of the Clerks, Auditors, Assessors and Treasurers. President Whitnall was guest of honor at a meeting of the southern organizations of clerks, auditors, assessors and treasurers which was held at Tujunga last week. On February 15, he was the principal speaker at the second meeting of the northern organization, which was held in Alameda. The Alameda meeting was honored also by the attendance of Directors Swartout, Mitchell, Weissgerber and Gierlich, who

were present as guests of the new organization.

Plumbing Inspectors' Association. On January 20, President Whitnall attended a meeting of the newly organized association of plumbing inspectors at Los Angeles. Among other things, he took occasion to say that the League of California Municipalities would be happy to cooperate and assist the association in every way possible.

RECENT COURT DECISIONS (PACIFIC COAST)

Procedure Ordinance for Public Improvements.—Where charter amendment (St. 1909, p. 1200) authorized city of Pasadena to prescribe by ordinance method of procedure in levying and collecting special assessments for public improvements, ordinance, when adopted, had same force and effect as if terms thereof had been incorporated in charter itself and had same force and effect within city of an act of legislature. *Irish vs. Hahn*, 281 P. 385.

Dedication of Land Having Restrictions.—Where land was conveyed under valid restriction against use thereof for other than residence purposes, construction of public street on the land so conveyed, pursuant to an attempted dedication for that purpose by the grantee, and without the consent of the beneficiary of the restriction, was in violation of restriction.

Deeds conditioned on using premises for residence purposes only, and providing conditions should run with land, and that other lot owners might enjoin breach thereof, imposed valid restriction. *Friesen vs. City of Glendale*, 281 P. 93.

Zone Ordinance.—City may not be prevented from adopting zoning ordinance of valid nature, and paragraph in judgment so holding will be stricken out. *Andrews vs. Piedmont*, 281 Pac. 78.

OTHER STATES

Disposal of Surface Water.—La. Municipality cannot, in improving streets, collect surface water in artificial channels and discharge it in increased quantities on private property (Rev. Civ. Code, art. 660). *Chandler vs. City of Shreveport*, 124 So. 143.

TRAFFIC PROBLEM

(Continued from Page 50)

more than 100 feet from the location of the traffic signal which would normally be followed by the crossing pedestrian. Obviously these could not be seen. In many other places the traffic signal while in line with the cross-walk, was as far as 300 feet from the pedestrian about to leave the curb. This condition necessitated the specification of a special system of pedestrian signals.

Installed on Market

Along Market Street 180 of these signals have been erected. Each cross-walk has been completely covered so that no pedestrian need be confused as to the time when it is safe or unsafe to cross. These signals differ in design

Typical of San Francisco's Market Street "safety islands" are these two which reduced the former 300-foot "non-stop" pedestrian crossing along Market at Battery and also serve to channelize vehicular traffic flow from entering streets.



from the regular vehicular signals and are so located that there can be no confusion between them. In operation the pedestrian signals work with the vehicular signals, but in such a man-

ner that pedestrians can be given added warning of the expiration of their crossing period. This element gives pedestrians a maximum safe crossing period and at the same time causes a minimum interference with vehicular and street car movement.

First Instance in U. S.

This is the first time that a system of pedestrian signals has been designed to work as a part of a coordinated signal system. It is probably the only instance in the United States where such a system would be needed or justified. At the same time the principle is a very valuable one and could properly be applied at any irregular intersection where the cross-walks are so located that it is difficult for pedestrians to follow the regular traffic signals.

The next big problem was to design some plan for vehicular movement which would keep automobiles and street cars rolling at a reasonable speed without rolling into one another. This problem was not without its complexities. In addition to the peculiarities of Market Street itself, it should be recalled that the street patterns to both sides have their own irregularities. The fact that the block lengths differ results in throwing unbalanced loads against Market Street. Since only half of the streets to the north are so located that traffic can cross, these streets are heavily loaded, while the others are practically unused.

Left Turns Prohibited

Left turns of vehicles off Market Street across four busy car tracks early proved impracticable and had been prohibited.

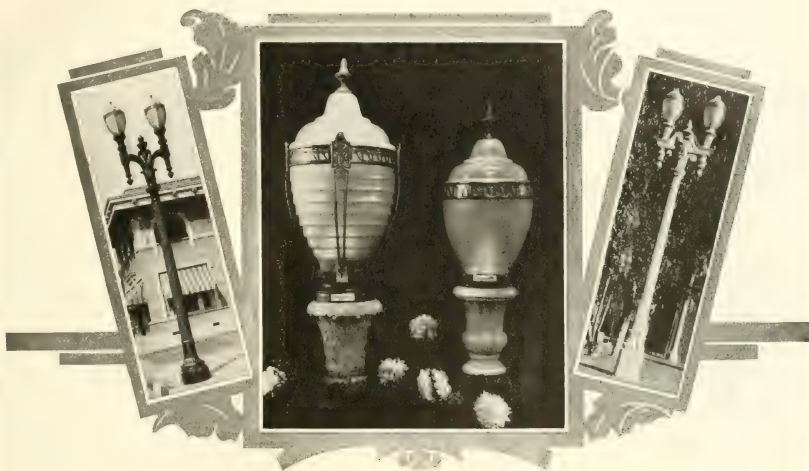
Such traffic as could cross the street from the north and south had hard going. The corresponding streets on the opposite side of Market rarely matched, off-sets being as great as 200 feet. This winding movement usually resulted in but one vehicle being able to get through at a time. This situation has been remedied, and in most cases the capacity has been doubled by the placing of lane markers of paint, by the cut back of obstructive curbs, and by channelizing the flow of vehi-



Views of San Francisco's new traffic signals, designed by Chief Ralph W. Wiley of the Department of Electricity. Upper left: One of the pedestrian signals. Upper right: Combination pedestrian, traffic signal and street sign. Lower left: Another view of the pedestrian signal. Lower right: A close-up of the pedestrian "Stop" and "Go" signal.

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cles by the location of the safety islands already mentioned.

The big job came in attempting to work out a system of traffic signals which would move traffic along and across Market Street, and at the same time would harmonize these movements. The design of a progressive control system for such a district as the loop in Chicago is comparatively simple because the blocks are of fairly equal length.

Different Picture

Market Street and the adjacent streets to the north and south present a far different picture. There are three

distinct patterns with many local variations and irregularities. Despite these difficulties, a progressive timing control plan for the entire district has been evolved and put into operation. The street intersections with the short blocks to the north of Market Street operate on a short cycle, the medium blocks to the south on a medium cycle, and the long blocks on Market Street with a long cycle.

While the irregularities of the pattern make a perfect progression of movement impossible, the system has resulted in a great reduction in delays throughout the central district.

These advantages are clear gain in addition to the greater protection and convenience which is afforded to pedestrians.

The Market Street problem is by no means solved. There is no magic in traffic control engineering which can convert complex intersections into simple crossings, or cause four-car tracks to vanish in thin air. It is hopeful for San Francisco and other cities, however, that traffic problems of such difficulty as that represented on Market Street can be so greatly relieved by such easy and inexpensive methods.

HAYWARD TO ERECT NEW CITY HALL

Working drawings are being prepared for a new city hall for Hayward, Alameda County, California. It will be a three-story reinforced concrete structure and will cost about \$40,000. It will contain offices for the police department, city attorney, city clerk, city engineer, superintendent of streets and tax collector, water department, health center and police judges, besides a city jail and a city council meeting room.

E. P. Whitman of Hayward is the architect.

WARREN OFFICIAL RESIGNS

Due to ill health and the feeling he should not continue the full exactions of his office, John Dearborn, President of Warren Brothers' Company, has tendered his resignation. He will, however, retain the Chairmanship of the Finance Committee and become Chairman of the Board of Directors.

Colonel Charles R. Gow, now Chairman of the Board of Directors, was elected President of the company in Mr. Dearborn's place.

These changes become effective March 1 next.

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BULLETINS

W. A. Riddell Company, Bucyrus, Ohio, have just issued two bulletins; one, No. 3001, featuring Warco power graders of both center and rear control types; the other, No. 3002, featuring the Warco wheeled scoops in both the one and two cubic yard sizes. Copies of these bulletins may be secured through the Service Department of Pacific Municipalities or from the Riddell Company, direct.

ALAMEDA OFFICIALS LAUDED AT BANQUET

AS A tribute to their efficiency and integrity, City Manager Clifton E. Hickok and Chief of Police William H. Walmuth of Alameda were the special guests of 400 Alamedans at a complimentary dinner on the evening of January 31 at the Hotel Alameda.

"The people of Alameda are not unmindful of the excellent service rendered them by City Manager Clifton E. Hickok and Chief of Police William H. Walmuth," Attorney Samuel C. Wright, toastmaster, told those assembled, as he opened the program and stated that the dinner was given in recognition of the service of the two officials.

Mayor Victor L. Schaefer, opening the speakers' program, said:

"We have heard that republics are ungrateful, but Alameda knows how to give praise when it is due. Alameda has been singularly free from crime since William H. Walmuth became Chief of Police. Among City Manager Hickok's achievements," continued the speaker, "are the municipal golf course, solution of the garbage problem and his aid in bringing an airport to Alameda."

Former Mayor Frank Otis of Alameda described the gathering as a tribute to the city manager form of government.

Linking administration and politics to the ministry and publishing profession as fields in which service is rendered mankind, the Rev. Henry H. Shires, rector of the Alameda Christ Church, lauded the dinner as an encouragement to all men wishing to go into public office.

"It takes a remarkable man to be fearless and honest," Major Charles L. Tilden, president of the State Board of Harbor Commissioners, told the assemblage.

"Such a man is Major Hickok. His wonderful administration of the city government is borne out by the success of the electric light plant and the records of the health department."

William J. Locke, who recently retired as City Attorney of Alameda to become secretary-manager of the League of California Municipalities, told of Chief Walmuth's fearlessness in carrying out the laws of the city, state and county.

At the proposal of former Mayor Otis, a rising vote of thanks was extended Attorney Samuel C. Wright, toastmaster, who originally planned the affair.

CONFERENCE OF SOCIAL WORK

The twenty-second annual meeting of the California Conference of Social Work will be held at Santa Barbara this year, from May 13 to 17. A cordial invitation is extended to members of social and health agencies throughout California, and to all persons interested in problems of social welfare, to attend the sessions of the Conference and affiliated kindred groups which are scheduled to take place.

Program Under Way

Under the leadership of Justin Miller, Dean of the law school of the University of Southern California, elected President of the Conference for 1930, and Erle Fisk Young, Ph. D., chairman of the program committee, plans for the Santa Barbara meeting are well under way. "Social Progress and the Law" has been selected as the Conference theme, but the program will range over the whole field of interests covered by the standing sections on Health, Family and Child Welfare, Delinquency, Organization and Administration, Education, Recreation, Industry, and Racial and Citizenship Problems.

Recreation Center will be headquarters—an ideally central location with meeting places and hotels in close proximity.

Advance information regarding Conference plans will appear in the February issue of the Conference quarterly bulletin, or may be obtained from the executive secretary, Miss Anita Eldridge, Exposition Auditorium, San Francisco.

various court decisions on the subject.

By way of conclusion, the authors review a number of the suggestions which have been made for improving the recall law and making it less objectionable to many of our people who view it as a rather radical form of legislation. On the whole, this book may be regarded as a very worthy and valuable contribution on the subject.

VALLEJO WILL FETE CENTRAL STATE MAYORS

Mayors from as far north as Ukiah and from as far south as Monterey, will journey to Vallejo, March 1, to attend a meeting of the Central California executives. A business meeting will be held in the morning and the afternoon will be given over to a tour of the Mare Island Navy Yard.

In the evening the Mayors will hear a talk on the "Salt Water Barrier." This will be the second meeting of the Mayors. The first session was held in the City Hall, San Francisco, several weeks ago at which time Mayor C. H. Christensen of Palo Alto was elected chairman of the mayors' organization.



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NEW BOOKS REVIEWED

THE RECALL OF PUBLIC OFFICERS. A study of the recall in California by Frederick L. Bird and Frances M. Ryan of the Department of Political Science of Occidental College.

This book is published by The Macmillan Company. It is dedicated to Dr. John R. Haynes, the father of the recall. The work starts out with a story of the political situation existing in the country which was responsible for the introduction of the recall and its adoption in California. It contains a synopsis of the general laws of the state, together with recall provisions of the various freeholders' charters, and is followed by historical accounts of the different attempts which have been made to exercise the recall, successful and otherwise, and this is succeeded in turn by an analysis of the

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the

purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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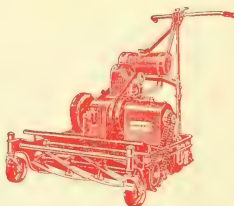
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No. 3



Stockton, California. A view of the San Joaquin River which is to be deepened and widened for a 26-foot channel that will make of the City of Stockton an inland port. This deep water ship channel will cost \$5,510,500, of which the Federal Government has appropriated \$2,000,000, the City of Stockton \$3,000,000 and the State of California \$510,500.



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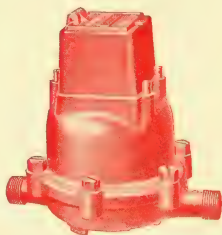
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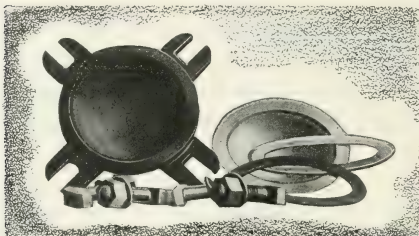
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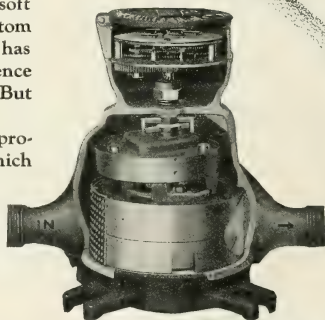


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DONALD T. WOOD
Chief of Police
SAN ANSELMO, CALIF.



President's Page

by Gordon Whitnall, President

IN THE growing volume of correspondence between member cities and the League office, a few instances have occurred where information or advice of a technical nature has been asked by other than the official whose duties would normally deal with the subjects concerned. Though the realm of public service has not yet produced a definite code of ethics, the consideration of official relationships and quality of public service dictate that specialization shall be recognized. The League office, of course, will do its best to be of service in every instance, but the relationships all around will be pleasanter if inquiries are made through the appropriate official. I am glad to pass this thought on to the officials throughout the state with the conviction that the suggestion will effectively prevent future inadvertent embarrassment.

Coming Conventions

City Attorneys, City Engineers and Councilmen, as well as City Planning Commissioners, should conspicuously mark the last week of June on their calendars. The National Conference on City Planning meets then in Denver. Every city should be represented.

While mentioning conventions, Los Angeles for the last five years has extended its invitation to the National Planning Conference to meet there in 1932—the "Great Olympic year." The chances are excellent. It is planned to make it a Pacific Coast event. It would be a fine expression of the western spirit if your city would officially endorse the move by addressing the convention at the time of the Denver meeting.

California Real Estate Association holds its next City Planning Conference in Santa Barbara April 4 and 5. All City Planning Commissioners who can should attend. So, too, should all realtor city officials.

The spring conference of the California Sewage Works' Association will be held at Sacramento Monday and Tuesday, April 21 and 22.

Budget Time

This is budget preparation time. Of course this applies to apportioning estimated annual tax revenues among the various municipal governmental departments. There is a growing urge to have cities apply the same common sense practice to expenditures for public improvement programs, regardless of the source of funds. Why not?

Congratulations are in order to our magazine, "Pacific Municipalities," for effecting a substantial organization. The publication now gives promise of becoming what it should be—twelve interim conventions brought to our own desks throughout the year.

In at least one California city the money collected through special assessments for public improvements approximately equals the total tax collections. A city is no more immune from the necessity of its purchases within its resources than is an individual. A well defined city planning program is almost essential to an intelligent practice of "budgeting public improvements," but city planning or not, indications are that administrations that at least do not make the effort are apt to be referred to as "ex."

Legislative Election Year

This is a legislative election year. If you desire to be remembered by posterity with everlasting gratitude, send in your suggestions early concerning simplification and improvements in the mass of existing law affecting cities.

The League this year is in a better position than ever to serve its purpose, combining the experience of all of our

cities into one united and constructive program. The Long Beach convention which begins October 6 should be epochal in the history both of the League and the service of municipal government in California. Put THAT date on your calendar, too.

Reports and Bulletins

San Francisco.—History of the San Francisco War Memorial. Message by Mayor James Rolph Jr., to the Board of Supervisors and the people of San Francisco. The message contained a chronological review of the facts relating to the highly patriotic desire of the people of San Francisco to erect, for the living and in loving memory of the dead who served our country in stress of strife, a War Memorial.

The American Social Hygiene Association, New York, N. Y.—General program and budget for 1930. The American Social Hygiene Association enters its sixteenth year of service as the national voluntary agency in this field with a membership of 11,397, and a record of steady progress towards the aims and objectives chosen in 1914, and revised annually to meet changing conditions. A general budget of \$200,000 has again been planned as a minimum basis for the year's activities.

State of California, Department of Public Works, Sacramento.—Santa Ana Investigation, flood control and conservation. The report and a volume of maps were prepared under the direction of William S. Post, hydraulic engineer in the Division of Engineering and Irrigation.

Orange County (California).—Annual report of the Orange County Health Department for the year 1929. Vital statistics were prepared by Dr. K. H. Sutherland, County Health Officer at Santa Ana.

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Secretary's Page,

by Wm. J. Locke Secretary-Manager

OUR INFORMATION BUREAU

(Questions and Answers)

LEGAL questions are frequently addressed to the headquarters of the League by officials other than city attorneys. This practice sometimes makes it embarrassing not only for the city attorney, but also for the secretary-manager of the League, whose duty it is to conduct the information bureau.

The membership of the League entitled to service consists of cities. For that reason any city official should be entitled to information, *provided* the subject matter is one which comes under his jurisdiction. It is proposed to take the question up at the next meeting of the board of directors. In the meantime it is suggested that the secretary-manager exercise the policy of answering legal questions only if asked by, through or with the consent of the city attorney; a similar practice applying, of course, with respect to other administrative officials.

Perhaps the only exception to this rule should be where a superior official or body, such as the Mayor or City Council, makes an inquiry. But even in such case it is felt that the correspondence should be directed through the regular channels.

The City Planning Conference at Santa Barbara

The California Real Estate Association will hold its fifth annual conference on city planning at the Hotel Cabrillo, Santa Barbara, April 4 and 5. The association has done a lot of good work for the city planning movement in California. It was undoubtedly through the aid of the association at the last state election that the League of California Municipalities was successful in putting over the constitutional amendment authorizing excess condemnation.

Excess Condemnation Attacked

The constitutionality of excess condemnation is now under attack before

the United States Supreme Court, the question having been raised in the state of Ohio, which has a constitutional provision somewhat similar to ours. The city solicitor of Cincinnati has requested that a brief in *amicus curiae* be filed on behalf of the State of California. The matter was taken up with the secretary-manager of the League and a conference arranged at the office of the attorney-general in the State Building, San Francisco, for Monday, March 24, when the question of participation will be determined. Nine states of the Union now have a constitutional provision authorizing excess condemnation, the California amendment being adopted in 1928.

RECENT COURT DECISIONS

Of Interest to Municipalities

Liability for Street Accidents.—

February 11, 1930.—In the case of the City of Tulsa vs. McIntosh, 284 Pac. 875, handed down by the supreme court of Oklahoma on the above date, it was held that cities of that state are responsible for negligence in the case of street accidents as a common law liability, independent of any statutory declaration.

Certain contractors doing work for the city left a box of tools on the street in which there were a number of dynamite caps, and the defendant, a boy of eleven years, played with the caps, whereupon one of them exploded, causing the loss of his thumb. A suit for damages resulted in a verdict for the minor. Another suit followed for recovery of consequential damages and \$1,000 medical bills, and resulted in a judgment of \$1,500, from which the city of Tulsa appealed. The court handed down a unanimous decision supporting the judgment.

It was admitted that the principal question to be determined was whether or not the failure of the plaintiff to file a written notice of his injury within thirty days, as required by the charter of the city of Tulsa, was a bar to recovery.

The court held that such a charter provision was a violation of the constitution which prohibits the legislature from passing local or special

laws, and requires all general laws to have uniform operation. It was held that the charter of the city of Tulsa conflicted with those provisions and attempted to supersede the general laws of the state upon matters which were purely of state concern.

The opinion of the court on this point is supported by other decisions in Kentucky, Pennsylvania, Nebraska, Indiana, Wisconsin, and West Virginia. Moreover, this doctrine appears to have been firmly established by decisions of the supreme court of the United States which holds that municipalities are responsible for such negligence as a common law liability, and are not dependent upon express statutory declaration.

Public Utility Debts. February 24, 1930.—On the above date the supreme court of Idaho denied a rehearing in the case of Miller vs. City of Buhl, et al., (284 Pac. 843), which held that a city could not incur obligations for the purchase of an electric light and power system by means of pledge orders to be paid for with the receipts from the sale of power and light, where the purchase price exceeded the ordinary annual income and revenue of the city and the proposition had not been approved by a two-thirds vote of the electors.

The Idaho Power Company and others intervened in the application of Miller for a writ of prohibition prohibiting the contract.

The city of Buhl proposed to construct an electrical distribution system from the proceeds of a bond issue already authorized, and to enter into a contract with Fairbanks, Morse & Co., for the purchase of a fully equipped electric power plant whereby the purchase price was to be paid from a special fund derived from the rates to be collected from consumers.

It was further provided in the contract that the obligation to pay the deferred installments of the purchase price was not to be deemed a general obligation of the city payable from taxes, but was to be regarded as a special obligation payable only from the

(Turn to Page 103)

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Modern Engineers know the road building advantages of UNION D Grade Asphalt.

THE Egyptians brought asphalt from the distant shores of the Dead Sea to calk the seams of their galleys. They used it in their most costly embalming process because they knew it would resist decomposition by moisture.

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ABOVE: The sacred boat of Isis. History relates that this famous Egyptian galley was calked with asphalt.

LEFT: Removing the asphaltic consecration oils from the mummy of King Tutankhamen.

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Poli Street, Ventura, one of Southland's most beautiful thoroughfares

Ventura, California, Builds Model Concrete Pavements

By DONALD L. HOLMES

SAN BUENAVENTURA, usually called Ventura, holds a record for paving work on a large scale as compared to most cities of 14,000 population, with the two and one-quarter million square feet of cement concrete paving placed on the East End project, completed in 1929. This work was done under one contract at a cost approximating \$840,000.

Residential Development

The east part of Ventura has developed rapidly in the residential sections with resultant growth of business along the main streets. Being on the main Coast Highway, Ventura's streets carry a large volume of through, as well as local traffic. Well paved streets are essentials of progress, and the

work done presages a greater future for the section.

As the benefits derived from paving the area spread over the entire east end of town, a large assessment district was formed to cover the cost. Assistance was rendered by the county in financing wide pavement on the main street carrying the bulk of state highway traffic entering the city from the south. Although there were more than 3000 individual assessments, there was not a single protest, either verbal or written, against the work.

Bond Issues

Bond issues were voted for water and sewer lines, and these carried twenty-seven to one, and thirty to one, respectively. The 1911 Act was used

for gas service stubs. All underground lines were placed ahead of the paving work and stubs were laid to property lines at fifty-foot intervals. To each stub was attached bailing wire and a metal tag to facilitate future connections and eliminate the need for relocation. This presents a substantial saving to the city engineering department.

Built Mixing Plant

Contract for the paving was awarded to Griffith Company, Los Angeles contractors, low bidders for the project. They elected to build a central mixing plant and deliver mixed concrete to the streets, as the district was quite compact. Specifications called for half-width construction on the narrower streets and a maximum width of panels

of fifteen feet on wider streets; consequently, operations were largely distributed.

The central proportioning and mixing plant was set up on vacant property at Coronado and Main streets and from this location all parts of the job were easily accessible. The plant consisted of a bunker, with separate bins for coarse and fine aggregates above the mixer, which was of three cubic yards capacity, nine feet in diameter, and turning at 14 r.p.m. Coarse aggregate was delivered to stock piles in two sizes, made up of the following combinations: First pile, 50 per cent No. 1 gravel, 25 per cent No. 2 gravel, and 25 per cent No. 2 crushed rock; second pile, 25 per cent No. 3 gravel, 25 per cent No. 4 crushed rock, and 25 per cent No. 4 gravel, all percentages by weight. Teams and fresnos were used to move the materials from piles to the traps, from which bucket elevators lifted them to the bins. A belt conveyor, traveling twenty feet a minute, was used to elevate cement to the dumping platform.

Concrete Mixture

The concrete mixture from combined aggregates was based on a basis of seven bags of cement per cubic yard of concrete, with a water-cement ratio of .75 or 5.5 gallons of total water per sack of cement. Consideration was taken of the moisture in the materials and an allowance was made of 1 per cent for absorption.

In proportioning the various sizes of aggregates, the basis was for coarse aggregate having 38 per cent voids and for fine aggregate having 34 per cent voids, with the amount of sand to be 20 per cent greater than the rock voids. The designed mix, therefore, ran 1 cubic foot cement, 1.34 cubic feet sand, and 2.94 cubic feet rock and



PAVING SCENES IN VENTURA, CALIFORNIA

Upper left: Thompson Boulevard from Hurst Avenue. Upper right: The cement concrete pavement was cured by a spray of specially processed asphalt coating. Lower left: Spraying new concrete pavement. Lower right: Encinal Way, built as a part of the West End project, Ventura, shows an unusual design with the parkway carrying the sidewalk.

gravel. Concrete was mixed one and one-half minutes.

With the water cement ratio specified, concrete had a predicted strength of 3550 pounds at twenty-eight days. Field test cylinders showed an average of 2500 pounds at seven days and 3484 pounds at twenty-eight days, bearing out the predicted strength. Laboratory cylinders were 3570 pounds. Two cylinders were cast each day and cores drilled from the same relative points at twenty-one days, and these also confirmed the designed strength.

Mixture Inspection

Concrete was mixed in sixteen-bag batches—2.285 cubic yards. Slips punched with the time concrete was

deposited in the truck were given the truck drivers who, in turn, handed them to inspectors on the street before dumping. The average elapsed time from mixer to grade was seven minutes.

Edge Design

Most of the pavements were of thickened edge design with the minimum and maximum thickness determined by the importance of the street and the weight of potential traffic. There were 808,962 square feet of 11-8-11-inch section; 1,384,794 square feet of 8½-6-8½-inch, and 68,498 square feet of 7-inch uniform thickness.

Following transportation from the mixing plant to the street, concrete was



MAKING VENTURA'S NEW CONCRETE PAVEMENTS

Left: Concrete for the two and one-quarter million square feet of pavement was proportioned and mixed at this central plant. Center: East Main Street's fifty-foot concrete street on Ventura's main entrance from the South. Right: Machine tamping facilitated the placing of the stiff mixture of concrete followed by floating and belling.

machine tamped, finished with a longitudinal float made of channel iron and then belted. Curing was done by the Hunt Process, a spray coat of asphalt compound specially processed to seal the water in the concrete.

Concrete Joints

Joints were spaced transversely at fifty-foot intervals with Elastite filler continuous to the subgrade. At the twenty-five-foot points between the expansion joints, contraction or "dummy" joints were made two and one-half inches in the surface. These were formed with metal inserts which were later removed and the slots poured with bituminous filler. Elastite filler was also used along all longitudinal joints formed by the pavement strips.

In paving East Main Street, which was widened to fifty feet, the grade

was raised so that the new concrete pavement was placed on top of the existing bituminous pavement of twenty-four-foot width. A sand cushion varying from one to two inches in depth was laid to make up for depressions and allow the new pavement to be of uniform thickness.

Officials Are Pleased

Mayor George A. Randall, the members of the city council and numerous property owners have expressed themselves as well pleased with the pavement which presents a splendid appearance. Particular care was shown by the contractors to build a strong, durable pavement with a smooth riding surface. The jointing eliminated all tendency for the pavement to be marred by irregular cracks and the special belt finish provides safety from

skids on both level and grades. With the strength of concrete known to have entered the job, it is assured that the pavement will meet all demands of the future greatness of Ventura.

Contractors

The local manager of the gas company, Fred Merker, aided the work considerably with his cooperation in placing gas stubs consistently ahead of the paving. The sewer work was done by the Oakland Sewer Construction Company and the water lines by Claude Fisher Company; these were completed before contract for pavement was awarded. Doug Moore was superintendent in charge for the Griffith Company. Supervision and inspection was handled throughout under the direction of D. C. McMillan, city engineer and street superintendent, and Carl Froerer, assistant.

The Need for Business Principles In Government Buying

By L. F. BOFFEY

THE private corporation must buy efficiently. In most industries materials represent 60 per cent of the entire production cost. If waste and extravagance creep into buying, the concern is headed for bankruptcy. It is for these reasons, and not because of sentiment on the part of management, that a great development has transpired in industrial purchasing during the past fifteen or twenty years. That development has been necessary to insure profits to the industrial concern and dividends to its stockholders.

Expenditures for Materials

In government, expenditures for materials represent about 30 per cent of the operating budget. Government, however, is not faced with the necessity of making profits from its operations. Its income is derived from taxation, and within reasonable limits that income is assured. Its administrators and legislators are selected more from the standpoint of political sagacity than business wisdom, and their tenure of office is uncertain. Departmental prerogatives are jealously guarded and overstressed in importance. The test of ability in a departmental executive is to get the largest possible appropriation for his department, to control its disbursement, and to make sure that nothing remains of the appropriation at the end

EDITOR'S NOTE: This interesting and timely paper on "The Need for Business Principles in Government Buying," was delivered before the Governmental Group of the National Association of Purchasing Agents at Buffalo, New York, by L. F. Boffey, editor of "The Purchasing Agent," and is reprinted at the request of Leonard Leavy, Purchaser of Supplies for the City of San Francisco. Mr. Leavy is chairman of the Governmental Group of the National Association of Purchasing Agents and is one of the outstanding members of that important organization.

of the fiscal year. Hence the incentives that make for efficient buying in industry are to a great extent lacking in government.

Under such circumstances, it is natural that governmental purchasing should lag far behind industrial buying in efficiency. Industry must get reasonable value for its expenditures; government can be—and frequently is—indifferent on this point, except to casually observe some free-and-easy regulations which are supposed to en-

courage legitimate competition for governmental business. In truth, much of the ingenuity in present-day governmental purchasing appears to be devoted to finding ways to evade such regulations without technically violating the law.

It would be wrong to imply that there is a fixed standard of purchasing performance in private industry. Some concerns buy much more advantageously than others, by reason of better organization and procedure. But between the best and worst of purchasing methods in industry there is no gap comparable to that which exists in government. The variation in prices paid for identical materials by different communities is almost incredible. The consumption of materials for purposes which should reflect some degree of uniformity is equally amazing. Even a superficial comparison of expenditures for materials and equipment in a dozen different cities or counties would convince the most optimistic mind that millions of dollars of taxpayers' money are carelessly or criminally wasted.

Condition Resented

Happily there is a growing tendency to recognize and resent this condition. Taxpayers are demanding that their burden be lightened and that government follow the same principles of efficiency and economy which are es-

sential for success in private industry. Manufacturers' associations and councils are insisting that archaic methods of buying in government be replaced with businesslike organization and procedure. Purchasing agents' associations are educating legislative bodies and the public to a realization of what can be accomplished by sound methods of purchasing. The Federal government, in spite of the prejudices and opposition of many departments, is developing a semblance of centralization and economy in its purchasing and thereby setting an example for state and local governments.

Getting Dollar Value

In some cases that example is not needed. Far-sighted administration in some states, of which Maryland, Massachusetts, New Jersey and California may be cited as examples, and in cities such as Detroit, San Francisco, Milwaukee and Cleveland, has led to the establishment of purchasing departments which are demonstrating that it is impossible and practicable to get value for the public dollar. A brilliant and informative book on "Governmental Purchasing" by Russell Forbes, outstanding authority on this phase of public work, has just been published in response to a demand from students of government for light on this important subject.

Centralized Purchasing

All of which apparently indicates a great development in the next few years which will tend to elevate the mass of purchasing in government to the level now attained by a few communities. In keeping with that indication, campaigns for the establishment of centralized purchasing in government are under way or in contemplation at many points.

This should be reassuring to advocates of businesslike buying in government, but it is not wholly so. There is grave danger that some of the campaigns, unless properly controlled and directed, will obstruct rather than advance the development of sound purchasing in government. In many instances those who are arguing for reform, preach that centralized purchasing will accomplish remarkable savings from the moment of its establishment. All their contentions are based on this single point of *centralization*, and they make a fetish of the word. They promise impossible things, and disillusion and disgust are bound to follow if the public is persuaded to accept their preachments at face value.

Students of Purchasing

The real student of purchasing knows that centralization alone can do little to improve buying in govern-

ment. In fact, many communities which have centralized their purchasing suffer from waste, extravagance, ignorance and corruption to a far greater degree than others where buying is wholly decentralized.

Properly evaluated, centralization is merely one of five major principles which are equally important and essential for improvement of governmental buying. None of these principles can be ignored by a government which seriously and conscientiously seeks to establish an efficient purchasing department.

Purchasing Savings

It is proper to set up centralization as the first principle, for in government and industry alike there is ample proof that only through centralization

Purchasing Authority



LEONARD S. LEAVY
Purchaser of Supplies, City of San Francisco

can the real economies of purchasing be effected. The advantages of centralization are so thoroughly understood by all who have studied the question that it would be superfluous to recount them here. For the purpose of the record, however, it may be said that Russell Forbes estimates the immediate savings of centralized purchasing in government to be from ten to fifteen per cent of the amount expended under decentralized procedure. This estimate is based wholly on *difference in prices* paid for materials under the comparative systems. It does not take into account the possibly greater savings which result from materials control, whereby inventories are reduced and waste or improper utilization of materials is checked.

The best system of centralized purchasing which can be devised will

accomplish little in the way of real economy unless it is supported by the second principle of sound purchasing: competent personnel.

Outstanding Executives

In the field of governmental purchasing today there are some outstanding purchasing executives — men of sound and extensive experience in buying, thoroughly trained in economics, equal in ability to the expert buyers of industry. It is remarkable that these men remain in government employ, for they could probably earn double or triple their present salaries if engaged in the same work for private corporations. Undoubtedly, they are influenced to remain by the charm which public service has for many brilliant and capable men. It is fortunate that this is the case, for they provide an example of the type that must be attracted to the vocation of governmental purchasing if theoretical savings are to be transformed to actuality in this field.

Political Appointments

Unfortunately, the qualified purchasing agent in government at the present time is decidedly in the minority. The prevalent custom is to appoint as purchasing agent an out-and-out politician or an underling who serves merely as a dummy in the position. Neither has a proper conception of the fundamentals which underlie sound buying and which must be employed if government is to get dollar value for each dollar of expenditure.

In some recent instances where states and municipalities have adopted laws to centralize their purchasing, a provision has been inserted specifying the qualifications to be possessed by the purchasing agent. This is a wise and essential step, for centralization will inevitably fail unless it is allied with competent personnel.

Adequate Organization

Even then the results will be unsatisfactory unless the third principle, which may be defined as adequate organization, is present. Purchasing in government, if it is to be efficient, requires the same general form of organization as purchasing in industry. This includes competent and unprejudiced engineering assistance to develop specifications which provide for real competition; suitable facilities for testing and inspection to insure compliance with specifications; opportunity and equipment for material research, market analyses and performance studies, and a trained staff of buyers and clerks to handle the work of the

purchasing department in expeditious and efficient fashion.

Reasonable Authority

Then comes the fourth principle, which is reasonable authority. If the purchasing department is to accept the dictation of every using department, it may succeed in whittling down the first cost of some materials, but it will be unable to accomplish the major savings which come from wise selection and judicious utilization of materials. To justify its existence the purchasing department, in government and industry alike, must be empowered to *buy*, not merely to write orders. The cooperation of using departments should be sought by diplomatic methods, but if it cannot be gained in this way it should be enforced by executive mandate.

Pointed Illustration

A pointed illustration of the departmental attitude which destroys the effectiveness of governmental purchasing was encountered in New York City a few weeks ago. Grover Whalen, the picturesque and histrionic Police Commissioner, prevailed on the Board of Aldermen to pass a resolution enabling him to buy approximately \$300,000 worth of automobiles without competition, and without consultation or cooperation with the city's Department of Purchase. While holding no brief for the competency or responsibility of that particular purchasing department, the action may be condemned as inimical to the whole procedure and purpose of businesslike buying in government.

It may be set down as fundamental that the purchasing department which can be pushed aside or overridden at

the whim of using departments will never accomplish real savings in government.

Security of Office

Last, but by no means least, of the principles which make for businesslike buying in government, is security of office for the purchasing agent. The position should be non-partisan; after careful selection the incumbent should be subject to removal only for failure or neglect to live up to the duties and responsibilities of the office. The purchasing agent who must scheme to hold his job from year to year, whose tenure of office depends on party success at the polls, will usually be more of a politician than a buyer. His chief concern will be to save his job rather than the taxpayers' money.

Successful Purchasing

Successful purchasing in industry is founded on the principles which have been outlined. Successful purchasing in government requires the same foundation. If that is recognized a great development in the field of governmental purchasing is assured in the next few years. But if enthusiasm is allowed to take the place of expert counsel and careful recommendations, if the term *centralization* is loosely used as a panacea for all the present ills of governmental purchasing, little improvement of a permanent nature can be expected. The major problem now confronting advocates of businesslike methods of buying in government is to insure that every campaign for this purpose shall be properly directed, and that due weight and consideration be given to all the principles which are essential for efficiency and economy in governmental purchasing.

Denver Host to Planners

THE city of Denver, Colorado, will be the Mecca, on June 23, for delegations of municipal officials who will journey to the Queen City of the Plains to attend the City Planners' convention of the National Conference of City Planning.

While the final program as yet has not been determined word comes from Denver that Mayor Benjamin F. Stapleton and the convention committees are making elaborate plans for the entertainment of visitors.

One of the features of the meeting is to be an exhibit of plans from all over the nation. There will be models, airplane views of other cities, designs for civic centers, studies of important thoroughfare problems and all those vital things which are woven into the good city plan.

From the collection of exhibits of planning in the various cities through-

out the nation visitors to the convention will be able to catch glimpses of what their sister cities are doing.

An opportunity that will be open to the public is the chance to attend an open meeting that will be entirely popular in its aspects, and will include moving and still pictures of city planning accomplishment. The meeting will be addressed by some national figure who is not a city planner, but who is interested in the good work that is being accomplished in the city planning field. City planners from various cities throughout the nation will address the convention on city planning, its accomplishments and objectives.

The City Planners' Convention was given to Denver through the untiring efforts of Mayor Benjamin F. Stapleton, Manager of Parks and Improvements, C. D. Vail, I. J. Keator and L. F. Eppich.

CONFERENCE C. S. W. A. AT SACRAMENTO, APRIL 21 AND 22

THE spring conference of the California Sewage Works Association will be held in Sacramento, Monday and Tuesday, April 21 and 22.

The program will open with a visit at 8 o'clock, Monday morning, to the new Chico sewage treatment plant, featuring mechanically cleaned bar screens, clarifier with skimming, and separate sludge digestion with heating and gas collection. City Manager H. H. Hume and City Engineer Martin C. Polk, of Chico, will answer questions at the plant.

After the Chico visit, members of the conference and visitors will proceed by caravan to the University Farm at Davis, where they will be guests of the Farm School at luncheon.

The afternoon will be given over to a visit of the farm, including research, laboratory and sewage treatment plant. John Jacobson, superintendent of construction, will explain the operation of the pumping plants, Imhoff tank, sprinkling filter, and final settling tanks, and will assist in demonstrating use of tools for Imhoff tanks and simple laboratory tests indicating efficiency of the plant. A tour of the Farm will finish up the afternoon, after which the caravan will proceed to Sacramento.

An informal dinner will be held at the Sacramento Hotel, Monday evening, April 21, with round table discussion open to all.

City Clerk J. F. Blakely of Lodi is making arrangements for a visit Tuesday morning, April 22, together with an operators' school at the Lodi activated sludge plant. City Engineer L. F. Barzellotti and Sewage Plant Manager Fred W. Post, also will be on hand to welcome conference attendants. Luncheon will be at the Hotel Lodi.

The feature of the evening dinner meeting, Tuesday, at Hotel Senator, Sacramento, will be a talk by Harrison P. Eddy, of Metcalf & Eddy, Boston, nationally known authority on sewage works and their operation, and who will speak on "Management, an Essential of Success in Sewage Treatment."

Notices for the Sacramento conference have been broadcast by E. A. Reinke, Secretary-Treasurer of the California Sewage Works Association, Berkeley.

Hood River's Water System A Modern Installation

HOOD RIVER, Oregon, is justly proud of its new water system. Confronted with the expense of repairing or replacing the pipe line formerly in use, progressive citizens advocated a new source of supply, much colder and with less danger of contamination. Its degree of softness compares with the famous Bull Run water of the city of Portland. Cold Spring, 17½ miles from Hood River, flowing seven million gallons per day, gushed from solid rocks on the side of a great hill.

Optimistic minds overcame the opposition who thought the cost of \$250,000 was beyond the means of a city of 3500 population, and bonds were authorized by an overwhelming vote. Competent engineers kept the cost down to \$240,000 and that beautiful city of Hood River, nestled in the fertile Hood River Valley, is being supplied with 4½ million gallons daily of cold, pure, soft and refreshing water, through a 14-inch steel, dipped and wrapped pipe.

To contemplate on the source of Cold Spring is interesting. It is not surrounded by a watershed from which it is feasible for the water to originate. The spring is some ten miles by direct line, from Mt. Hood, and it is the assumption that the spring is being fed by the melting snow and ice on one of the many glaciers of Mt. Hood. Ordinary spring water, even though in the mountains, does not reach the temperature of 37 degrees, which is the official test at Cold Spring. This permits the water to be delivered from the drinking fountains on the streets of Hood River at a temperature of 47 degrees.



City officials of Hood River, Oregon, snapped on roof of City Reservoir on day of dedicating new system. Front row, left to right: T. R. Coon, Engineer; H. L. Howe, City Recorder; James Stranahan, Mayor; C. A. Richards, Councilman; S. J. Moore, Councilman; C. H. Castner, Councilman; J. E. Smith, Councilman; C. P. Sonnickien, Councilman. Second row: Fred Anderson, City Water Foreman; J. Randolph, Contractor; J. H. Young, A. B. Bennett, C. C. Anderson, the three latter members of the Council when the city filed on Cold Spring; C. M. Hurlburt, Resident Engineer. Standing: E. C. Smith, City Attorney; W. L. Clark, Water Superintendent.

Pressure that was not possible under the old system is now regulated by pressure gauges, it being possible to develop 400 pounds pressure at the city's storage reservoir, so that every part of the city is now supplied with an even and ample pressure. Farmers along the pipe line are forming districts to which the city is furnishing water. This will make living on a farm in Hood River just as attractive as living in the city. It also nets the city a neat little revenue.

The value of the new system was amply demonstrated during a recent fire when twelve nozzles were kept busy some eight or ten hours without so much as effecting the height of the water in the reservoir.

It is planned to adopt the following slogan, "This cold water has never seen daylight until it saw you," and it is planned to erect signs inviting the public to drink and refresh themselves while in Hood River.

CITY OF CARMEL PLANTS 200 ADDITIONAL TREES

Carmel's art colony, once densely wooded and still noted for its thousands of pines, is now the home of 200 additional pines, brought there from Astascadero, California. The trees were planted the fore part of February along the Carmel roads, under supervision of the street superintendent.

Acting on the theory that the Carmel pines had been thinned out too drastically during recent years, the City Council recently set aside a \$500 fund for more shade.

CONSTRUCTION DELAYS

City Engineer H. S. Gierlich of Monrovia pointed out at the February meeting of the Association of City Planners of Los Angeles County that delay in carrying out needed highway construction usually results in increasing costs, and that by planning such developments in accordance with a carefully worked out program, it has been possible to eliminate almost entirely the evil of overlapping assessment districts. He has found that the establishment of building lines has been of considerable aid in protecting proposed highways from encroachment by new buildings, and that this process has been effective in reducing costs.

SACRAMENTO STUDYING ITS TRAFFIC PROBLEMS

The Sacramento Safety and Traffic Commission is undertaking a comprehensive traffic study to be completed this spring. The work will cover detail studies of parking and traffic control in the downtown area, as well as a general survey of traffic conditions throughout the entire city. Such subjects as: causes of accidents; routing of traffic; pedestrian protection; street markings, signs and signals will be carefully studied and in such cases as will be of benefit to the city, suggestions will be made to the City Council so that Sacramento may be made a safer city from a traffic standpoint.



RICHARD REINERTSEN

Everett, Washington, Works Out Efficient Design for Concrete Resurfacing

By RICHARD REINERTSEN

Commissioner of Public Works

EVERETT, WASHINGTON

EVERETT, Washington, growing along lines of industrial expansion with its heavy traffic increases, has, in addition to the usual program of new street construction, faced the problem of replacing old pavements with new, substantial ones. Justification for the city's selection of concrete pavement for both resurfacing and reconstruction is found in the present condition of the pavements.

First Project

Hewitt Avenue, the main street of the city, and one of the first resurfacing projects, has carried traffic more than seven years, with the pavement today in excellent condition and there has been negligible maintenance expense. This work involved approximately one-half mile of 68-foot wide pavement resurface of 6-inch concrete placed on the existing 5-inch concrete base from which the topping had been removed. Bids were taken at the time

for replacing the pavement with a surface of the same general characteristics as that which failed, but the property owners petitioned for concrete. The work was done according to the property owners' preference, although the cost was slightly higher than a thinner surface of the original material.

Pavement Replacement

This year another down-town street was resurfaced with concrete to replace the surface which was neither a benefit to the city nor an economical investment. Motorists avoided the street because it was unsightly and rough, and repairing costs were high. The street—Wetmore Avenue—runs at right angles to Hewitt Avenue and is rapidly becoming one of the most important cross streets in the city.

Wetmore Avenue, between Hewitt and Everett Avenues, the limits of the new resurfacing job, was originally paved in 1909 with a 3-inch wearing surface on a concrete base. Between Hewitt and California Avenues, the base is 5 inches thick, while the second block has a 4-inch base.

The old wearing surface was quite easily broken up while the weather was cool. Chisel-pointed lugs, 1½ inches wide and 2 inches long, were fastened one foot apart and staggered on the wheels of a ten-ton power roller which, in running back and forth, caused a digging action of the lugs. This equipment facilitated removal of the surface. Old brick gutters were removed and then the base was scraped with shovels. No attempt was made to clean the base completely as a bond between the old base and new pavement was not desired.

New Concrete Slab

The new concrete resurfacing slab of 5-inch minimum thickness was built in two strips each 26 feet wide with one side placed at a time. Tie bars of ½-inch steel, 24 inches long spaced at 4-foot intervals were used across the center longitudinal construction joint. This joint was sealed by placing a strip of premolded filler ¼-inch thick and two inches wide along the top part of the slab when the second strip of concrete was placed, the joint filler forming a separator between the top two

(Turn to Page 102)



Photo Courtesy Concrete Highways and Public Improvements

Wetmore Avenue with its new pavement is one of Everett's busy cross-town streets. The city protects such excellent surfaces by laying utility lines under the sidewalk. Connections are more easily made and delays to traffic are eliminated.



Photo Courtesy Concrete Highways and Public Improvements

The new pavement has a center construction joint. The 26-foot sections are further divided by a longitudinal dummy joint. Transversely the pavement has an expansion joint every 28 feet 6 inches with a dummy joint in between expansion joints.

Here Are Three Good Reasons!

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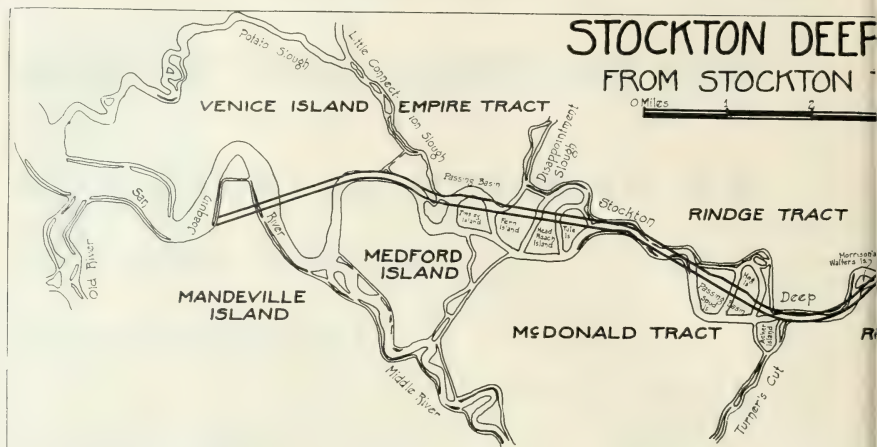
- 3 The most concentrated circulation on record—active officials in charge of the administration of all the cities of the West Coast.

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Aerial view of the City of Stockton's \$5,510,500 26-foot deep water channel project which will make of the city an inland port of entry



WITH the construction during the next four years of a \$5,510,500 deep water project, the city of Stockton, situated in San Joaquin County, California, ninety-four miles inland by water from the city of San Francisco, will be made an inland port, capable of accommodating ocean-going vessels having a draft of twenty-six feet.

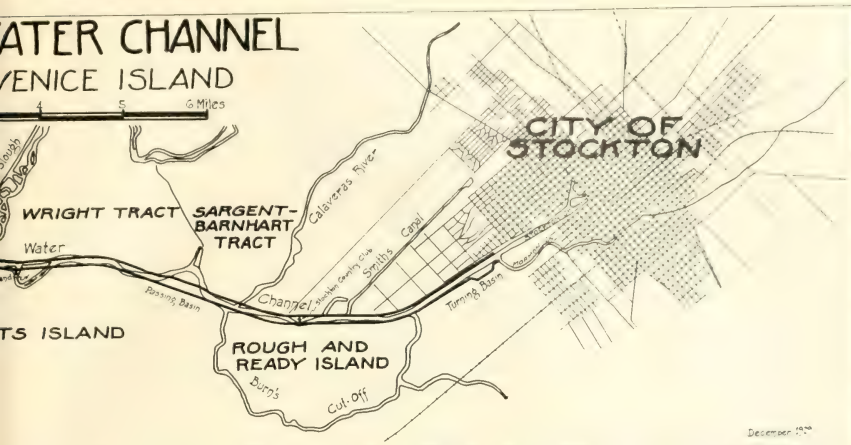
The city of Stockton's natural strategic position makes it a logical port location. It is situated practically in

the center of the great agricultural valley of California (the combined Sacramento and San Joaquin valleys), on the San Joaquin River. Three transcontinental railroads pass through the city, and for many years it has been served by river steamers, with easy access to San Francisco bay and the rich delta islands to the west of the city.

For many years the citizens of this city have worked continually through their governing body and civic organi-

Providing an San Joaquin

By W.
City Ma



Aerial view of the San Joaquin River at Stockton. When deepened it will bring ocean-going vessels into that thriving city.

Ocean Port for n Valley

OGAN
tockton

zations to secure a deep water channel. A nine-foot depth of channel first was sought and in due time brought to a reality. That channel provided sufficient depth for river steamers and other local craft, but did not provide the ocean-going transportation with the agricultural and industrial production the locality warranted.

The next proposal and the one upon which we are about to start work was a twenty-six-foot depth channel for

ocean-going vessels, the project to be financed by the city of Stockton, the State of California and the Federal Government. The Government already has received bids on the lower, or Pittsburg end of the project, involving approximately 2,000,000 cubic yards, practically all being suction dredge work.

The magnitude of the project can be determined by the amount of money available for it, which is as follows:

City of Stockton \$3,000,000
 Fed. Government (approx) 2,000,000
 State of California 510,500
\$5,510,000

In sharing its cost of the project the city of Stockton is financing the sale of municipal improvement bonds, which were voted by an overwhelming majority of twelve to one for that purpose by the people of the community in April, 1925.

The project includes: Construction of a deep water ship canal from the city of Stockton to Suisun Bay; construction at Stockton of a turning basin and terminal with the necessary facilities for handling of general cargo. While the distance from Stockton to the city of San Francisco by water is ninety-four miles, approximately 90 per cent of the dredging necessary to obtain the depth required



W. B. HOGAN
 City Manager
 STOCKTON

is within fourteen miles of the city of Stockton. The channel will follow approximately the route of the San Joaquin River, making only such cuts as are necessary to straighten the alignment.

At mean low water the channel will be twenty-six feet deep, with 100 feet minimum width on the bottom. The levees will be set back 230 feet on each side from the center of the channel to allow for the future dredging to a thirty-foot depth, which will be necessary when the port is developed to its fullest extent.

With the exception of the construction of terminal facilities, all construction work will be handled by the Federal Government.

Stockton's initial contribution toward the dredging of the channel, amounting to \$400,000, has been advanced to the Federal Government, and a surety bond for \$907,500 has been filed with the Government, guaranteeing the faithful payment of all future contributions as they come due.

Infant Health an Asset to County

By K. H. SUTHERLAND, M. D.
 Health Officer, Orange County,
 California

A business that is sound economically must, of course, build for the future and can not live only from day to day. A community to be sound economically must likewise lay a firm foundation for successful accomplishment in the future. One of the most important component parts of this foundation is represented by the good health of the children of today, who will be the men of tomorrow.

A baby at birth, in addition to the inestimable value with which love and affection endows it, has a definite potential economic value. Statisticians have placed this value at about \$10,000 at birth. The total loss in prospective wealth in any community due to infant mortality can be envisioned easily.

While the United States has a fairly low infant mortality rate, it is by no means the lowest and many babies die

unnecessarily before the first year. In 1928 in the United States there were 1,970,772 births, representing an increase in human capital of \$19,707,772,000, but in the first year of life 133,719 of these babies died, reducing the capital account by \$1,332,190,000.

For seven years past the whole world has recognized the challenge in these figures and governments have established departments of child welfare for the distribution of literature which emphasizes the importance of securing adequate and early prenatal care for both mother and unborn child, as well as proper postnatal care and advice in regard to the physical welfare of the young child.

Our own President Hoover, who has given us his "Child's Bill of Rights" has summoned a "child aid parley" in Washington attended by three or four hundred experts gathered for a conference on child health and protection. Daily, monthly, or weekly child health

conferences are conducted by practically every up-to-date health department in the country where mothers may secure general advice in regard to diet, rest and proper health habits of the normal baby and child, and from which these babies may be referred to the doctor's office or public clinic when evidences of illness or remediable defects appear. From January 1 to December 1, 1929, these child health centers held by the Orange County Health Department had an attendance of 4986 babies and pre-school children.

All this effort has brought a steady yearly decline in the infant mortality rate, but the program can not be entirely successful without the support of the community in general. The infant mortality rate in Orange County in 1922 was 100 per 1000 live births. In 1928 it was 64.27; thus 171 babies lives were saved that would have been lost had the death rate of 1922 obtained. This is an estimated economic saving of \$1,710,000.

PASADENA TO BEAUTIFY COLORADO THOROUGHFARE

The first definite step taken by Pasadena city officials to beautify Colorado Street with tree ornamentation was taken recently when a plan was approved to beautify the street by planting coccus plumosus palms along that business thoroughfare. The first section to be improved will be between Broadway and Euclid Avenue. The palms will be spaced fifty feet

apart and will make the street one of the most unique in the United States. It is planned by Arcadia to beautify Colorado Street similarly through the city to the Double Drive when extended and improved, and as Huntington Drive is already being ornamented with the same kind of palm there is no doubt that that section eventually will offer the traveling public one of the most attractive boulevards in the Southland.

CITY OF SAN CARLOS BOND ISSUE UPHOLD

Superior Judge Buck of Redwood City has held legal the bond issue of the city of San Carlos for \$26,000 to build a City Hall. The National Bancitaly Corporation, which, after buying all the bonds in January, asked the court for a judgment as to legality on the contention the bond ordinance did not state the amount to be used in the improvement, is reported satisfied.

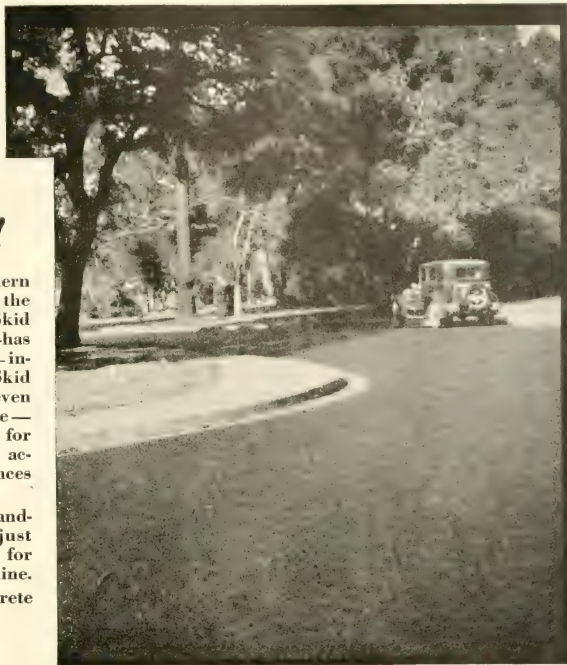
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In one outstanding Western subdivision after another—the trim smartness of Non-Skid Asphaltic Concrete drives—has added to property values—increased saleability. Non-Skid Asphaltic Concrete's dark, even color, freedom from glare—gives dignity so desirable for any residential district and accents the coloring of residences and grounds.

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Portland, Oregon's Asphaltic Concrete pavements have cost but \$.012 per square yard per year for maintenance in the past ten years!

In scores of Western communities Asphaltic Concrete highways are standing up without repair after 20 years and more—of constant hammering from fast, heavy traffic!

Furthermore, Asphaltic Concrete's first cost is usually somewhat less than other hard-surface pavements.



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PRESIDENT



MAYOR C. H. CHRISTENSEN

Mayors' Conference Holds Second Meet

Officers Chosen; Constitution and By-Laws Adopted

THE Mayors of Central and Northern California in session at Vallejo, March 1, in the second meeting of the Mayors' Conference of California, elected Mayor C. H. Christensen of Palo Alto as president for the ensuing year and named H. A. Mason, also of Palo Alto, as secretary.

The city executives were welcomed by Mayor Fred H. Heegler when they foregathered at the Vallejo City Hall. Telegrams expressing their inability to attend the meeting were received from Mayor James Rolph Jr., of San Francisco, and Gordon Whitnall, pres-

ident of the League of California Municipalities, Los Angeles.

William J. Locke, secretary-manager of the League of California Municipalities, was one of the principal speakers.

Present at the meeting were:

Berkeley—Mayor M. B. Driver.
Burlingame—Mayor C. A. Buck,
City Attorney John F. Davis.
El Cerrito—Mayor E. E. O'Brien.
Livermore—Mayor F. C. Lassen.
Martinez—Mayor R. E. Claeys,
Street Commissioner George J. Winkelman, Fire and Police Commissioner E. P. Sevens.

Menlo Park—Mayor J. C. Ellis.
Petaluma—Mayor W. J. Farrell,
Councilman L. Schinkelbier, Councilman C. A. Miller.

San Anselmo—Mayor B. H. Schmidt.

San Francisco—George H. Allen, editor and general manager, PACIFIC MUNICIPALITIES; M. B. Bothwell, business manager, PACIFIC MUNICIPALITIES; William J. Locke, secretary-manager, League of California Municipalities; H. A. Mason, secretary, Mayors' organization.

San Leandro—Mayor J. W. DeCou,
San Mateo—Mayor W. H. Taylor,
City Attorney J. E. McCurdy.

San Rafael—Mayor W. A. Nock,
Councilman Neil Murchison.

Santa Clara—Mayor Max Hohner.

Santa Rosa—Mayor George H. Cadan.

Sonoma—Mayor Fred Bulotti,
Councilman A. R. Grunstead.

Sunnyvale—Mayor Fred S. Drew.

Watsonville—Mayor C. H. Baker.

The afternoon session was followed by a dinner at the Casa de Vallejo Hotel, at which problems confronting the city executives were discussed.

The visitors, on leaving for their homes, stated that the session was very instructive, and are looking forward to another conference in the near future.

CITY OF SAN DIEGO BOASTS REMARKABLE SCHOOL ORCHESTRA

Citizens of San Diego recently had an opportunity to hear their remarkable young organization, the High School Orchestra, under Nino Marcelli, in a midwinter concert, at the Russ Auditorium. On that occasion Mr. Marcelli offered Edward Janowsky as soloist, playing as a viola solo with the orchestra, Max Bruch's "Koli Nidrei."

Those who follow the work of San Diego's High School Orchestra from year to year are amazed and delighted each season with the artistry of these young musicians as expressed not only in technical progress, but in temperamental grasp of the difficult and widely varied numbers which they program. The recent concert, including in its range the classic beauty of a Haydn symphony, the technical brilliance of Berlioz and Bruch, and the charm of such very modern compositions as those of Laidow and Sibelius, offered an unusual opportunity for virtuosity.

The orchestra has a personnel of eighty-six, boasts a symphony equip-

WE PLEASE THEM ALL

THE San Jose Evening News has this to say about Pacific Municipalities:

San Jose's traffic light system and San Jose's police judge are given a "cheer" in the January issue of Pacific Municipalities, a coastwise publication received by City Clerk John J. Lynch.

In an article headed "New Applications of Industrial Control for Traffic Signal Control," D. J. Prudhomme of the General Electric Company of San Francisco describes San Jose's traffic light system and a photo of one of the corner lights accompanies the article.

Police Judge Percy O'Connor, as well as Ida Trubschenck, City Clerk of Sunnyvale, has his photograph reproduced on the page captioned "Municipal Executives, Series 11 — Portraits of Busy Officials Who Devote Their Efforts to the Advancement of the Pacific Coast."

ment as regards instruments, and is a rare delight to see and hear. There is nothing static about the ensemble which gains and loses members with each graduation, making the smoothness and poise of its work even more remarkable. Its appearance in orchestra formation is impressive and its manner that of a professional organization.

Alhambra.—New insurance policies for cities under the provisions of the State Compensation Act are under consideration by a committee as the result of action by the City Commission appointing Commissioner W. W. Nuzum, City Attorney R. D. Wickham and City Manager A. E. Stockburger to consider the adoption of insurance policies prepared by the League of California Municipalities.

Napa.—Plans for the expenditure of \$4700 for remodeling of the Jefferson Street bridge have been approved by the City Council. The improved structure, under plans submitted by City Engineer Harrold, will have a width of forty-four feet, with sidewalks eight feet wide on each side.

Forty Years of Growth-Rings from the Same Spot in Los Angeles;
Westlake Park from 1889 to 1929

Photo Courtesy: Southern California Business



Westlake Park in 1889 was a happy redoubt from town, and had cattle ranges.



In 1899 there was some horse racing, polo, and more park characters.



In 1909 the park had become a favorite playground for Spanish expatriates as well as the natives.



Westlake Park today—What do those tall buildings in the background promise for 1939?

You may rely on SHELL SUPPORT for any sound good-roads movement

SHELL has a technical interest in good roads, with road oils and materials for sale. And good roads likewise increase travel—with more gasoline and motor oil consumption.

Either of these interests is enough to assure Shell support for any sound road improvement. In fact it is definitely our policy to aid road proposals *whether Shell road building materials are used or not*. You may rely on this support always. Whatever service the Shell organization can render your community is yours for the asking!

SHELL ROAD OILS

Burbank's Model Airport

THAT the United Airport at Burbank, California, thirty minutes from the center of Los Angeles, is California's perfect airport, and the best surfaced in the world, both as to area and quality, is the expressed opinion in the current issue of the Standard Oil Company's magazine, *Bulletin*. It represents, we are told, the first big airport job in which the provision of a suitable surfacing was given exhaustive engineering and economic study.

Satisfactory Soil

A study was made of numerous other airport surfaces, and after analysis of the sandy soil of this airport site, it was determined that the surface which best met the requirements and was justifiable from an economic standpoint, could be best obtained by preparing an oiled base two and one-half inches in thickness by the "surface mix" method, rolling this until well compacted, and then applying a two and one-half inch plant mix surface.

The plant mix surface was composed of carefully graded mineral aggregate ranging in size from quarter of an



Photo Courtesy Standard Oil Bulletin

The extreme visibility of asphaltic concrete, as is markedly evident in this untouched photograph, and its liveliness of resilience, are two of the several characteristics of this type of pavement that factor in making it ideally suited to airport surfacing.

inch down to "dust." The mix, the asphalt content of the oil, and the percentage of oil used were all chosen to provide a surface which would not become excessively hard and would retain its plastic properties, or liveliness.

The central portions of the runways, where the actual landings and takeoffs will be made, are surfaced as described above. It was decided that the final surfacing on the runways should be a combination landing and take-off surface, capable of withstanding the impact of heavily loaded transport planes, and yet resilient and yielding under landings. In addition, the surface had to be such that a plane could accelerate to flying speed without drag due to too soft a surface. On the rounded ends of the runways, where planes will turn preparatory to the take-off, and for a

distance of 450 feet from the ends, a harder surface is being constructed. The firmer surface is desirable at this point because of the gouging action of tail-skids when the plane is being turned around, and, as no landings are to be made on these areas, a plastic surface is not required.

Immense Runway Surface

There are approximately 2,700,000 square feet of runway surface on the three runways, which average about 3500 feet in length and 300 feet in width. In addition to the runway surfaces, there are approximately 600,000 square feet of roadway and taxiway surface which will be surfaced with coarse-aggregate-type asphaltic concrete of three- and four-inch thicknesses.

CONSERVATION

Winfield Scott, member of the San Francisco Forest and Park Club, recently addressed the Monrovia meeting of the Association of City Planners of Los Angeles County on the relationship between the conservation and protection of natural and planted trees and shrubs and the conservation of water. He paid tribute to the energetic work of the Los Angeles Chamber of Commerce and of Supervisor R. F. McClellan in the planting of trees in that county. He stated that very few communities now have a reputation for beauty, and that in practically every

such instance the reason could be found in the fact that the pioneers of that city had planted trees.

SOUTH PASADENA PARKS

There are approximately 2000 acres in the city limits of South Pasadena, and of this area 100 acres are devoted to public parks, according to Glenn W. Gerwood, superintendent of the South Pasadena Park System. The park area is divided as follows: Garfield Park, five and one-half acres; Legion Park, one and one-half acres; Library Park, 1.87 acres; Arroyo Park, ninety

acres. In addition there are many small parking and center strips of grass and flower beds that are maintained by the South Pasadena Park Department.

TREE-PLANTING CAMPAIGN

South Gate, California, is soon to start a tree-planting campaign, the City Council having adopted a resolution for the planting of trees in the southwest section of the city, at the recommendation of the City Planning Commission. The section to be planted lies west of State Street and south of Southern Avenue.

NOTICE OF SALE

NOTICE IS HEREBY GIVEN that the City Clerk, by authority of the Council of the City of Alameda, will sell for cash the following described personal property: One 6-cylinder Studebaker Tractor-Drawn Fire Department Service Truck, fully equipped with 12 assorted ladders, life net, and miscellaneous equipment.

Persons desiring to inspect the same will call at the office of the Chief of the Fire Department of said City in the City Hall, situated at the northwest corner of Santa Clara Avenue and Oak Street.

Sealed bids will be received and opened at the office of the City Clerk on the 15th day of April, 1930, at the hour of 4:00 o'clock P. M.

Each bid must be accompanied by a certified check on a responsible bank in a sum equal to ten per cent (10%) of the aggregate amount of the bid, payable to the City of Alameda, as a guarantee that the successful bidder will consummate the purchase of said equipment, otherwise to be forfeited to the City should he fail or refuse to do so within ten days after the same has been sold to him.

The right is reserved to reject any or all offers made for the purchase of said property.

By order of the Council of the City of Alameda.

Dated: March 15th, 1930.

W. E. VARCOE,
City Clerk of the City of Alameda.

SITUATION WANTED

Experienced City Manager and City Engineer desires position with California municipality. Excellent references.

Address Box "A"

PACIFIC MUNICIPALITIES

SITUATION WANTED

Civil Engineer with ten years' municipal experience desires connection as City Engineer or Assistant City Manager. Specialist on California street improvement proceedings and sanitary works. Good organizer. Southern California preferred.

Address Box "B"

PACIFIC MUNICIPALITIES

Often...it is a matter of *SERVICE..*

SPECIFICATIONS for an asphalt paving job can usually be met by a number of suppliers. Bids are usually very close.

But one other factor enters in—that of service and delivery.

One recent addition to Shell Asphalt delivery service is over 100 of the most modern tank cars with special equipment to facilitate unloading. It reduces the job overhead to have on-time delivery so that no labor is kept idle, no crew delayed.

This is just one of many thoughtful efforts on the part of Shell to lighten the road engineer's responsibility and to help him keep his schedules.

SHELL ASPHALT

Portland's Municipal Program

THE 1930 municipal expansion and extension program of Portland, Oregon, is under way, a program that will surpass by considerable proportions, according to city officials, the 1929 program.

The Portland school district has an extensive building program slated for the summer season, with a \$160,000 addition to the Benson school, a \$200,000 addition to the Roosevelt school, and the construction of three grade schools to cost approximately \$600,000.

Active in Construction

Multnomah County and Portland are active in construction of public works. The county will be spending \$2,500,000 during 1930 on the St. Johns bridge, and more in 1931, for the bridge will not be completed until May of next year. The county has budgeted \$895,000 for roads and bridge maintenance and extension. In addition a \$300,000 bond issue will provide funds for the paving this year of Canyon Road and part of Columbia Boulevard. There is talk, too, of \$550,000 to be spent on the remodeling of the Hawthorne Avenue bridge.

Millions of dollars will be spent by the city this year in construction work to carry out street and sewer projects which the property owners have asked, and more millions will be spent on the street widening projects on which the people have voted if litigation can be settled in time.

Suits to Be Settled

Most of the 79 suits against the awards and benefits on Union Avenue are expected to be settled by negotiation, although formal action has not yet been taken by the city council. City Engineer Laugaard and City Attorney Grant have reached agreements in many cases, and these will be referred to Commissioners Darbur and Pier for investigation. If they approve the agreements, the cases will be sent to the council for formal ratification. If the settlements can be reached, the money collected from the property owners for their half of the widening bills, the bonds sold and other legal preliminaries attended to, there is a possibility that this work may be started this year.

Millions Involved

More millions are involved in the widening of West Burnside from Third to Park, East Burnside from East Thirteenth to East Thirty-second,

East Broadway from Sandy Boulevard to East Thirty-third, extension of Sandy Boulevard from East Twelfth and Burnside to East Seventh and East Washington, and the work now going on on East Morrison Street from Grand Avenue to East Twelfth.

Sewer Projects Furthered

In addition, the city has a program of \$2,576,271 in regular street and sewer projects for which plans have been prepared. The largest sewer project is that of the Guild's Lake trunk sewer, which is estimated to cost \$598,126, while \$17,547 will be spent on the Capital Highway sewer system and \$12,000 on a sewer in Fiftieth Street Southeast from Forty-seventh to Forty-third Avenue Southeast.

Three ornamental street lighting projects were listed on this year's program, that on East Twelfth be-

tween East Burnside and East Irving, at a cost of \$58,000, and that on Union Avenue from Wygant to Jessup at a cost of \$45,372, and East Morrison from Grand Avenue to East Twelfth, \$22,945. The Jefferson Street approach to the Canyon Road is being completed this year at a cost of \$108,000, while the widening of Hawthorne Avenue from East Water to East Fifty-fifth Street at a cost of \$131,000 is another large project on the program. Terwilliger Boulevard from Slavin Road to Chestnut Street will cost \$50,089, while two projects on East Burnside Street will call for \$37,816, and Shaver Street from East Thirty-third to East Forty-second Street will cost \$32,212.

\$220,000 Project

The largest project outside of the street widening is the \$220,000 approach to the Swan Island airport and work will be rushed on this project. Fills, bridges, subways and a new street are involved in the plans.

BERKELEY MAYOR NAMED ALAMEDA COUNTY SHERIFF

Mayor M. B. Driver of Berkeley, chief executive of the College City since May, 1927, has been appointed sheriff of Alameda County to succeed Burton F. Becker, resigned.



M. B. DRIVER
Sheriff
ALAMEDA COUNTY, CALIF.

Mr. Driver was elected Mayor of Berkeley for the term expiring in 1931. His political career began at the same time the city manager plan of government was introduced in Berkeley, in 1923, when he was elected to the City Council for a four-year term.

Prior to that time Mr. Driver was for twenty-two years co-owner, with his brother, John, of an express company, which the two founded just after M. B. Driver came to California. When Mr. Driver was elected Berkeley's Mayor the company was

sold out and the partnership dissolved.

During the World War Alameda County's new sheriff served overseas with the transportation division of the Y. M. C. A., driving a truck carrying supplies to soldiers. He was in France for four months before the Armistice was signed.

Mr. Driver was born in Missouri and spent his boyhood on a farm there. When he came of age he went for two years to a mining district of Colorado. He returned to his home in Missouri, married, and after five years in business there went again to Colorado. As Mayor, Mr. Driver was an ex-officio member of the Berkeley Board of Education. He is a member of the Berkeley Lodge of Elks, the I. O. O. F., the Rotary and the Berkeley Country clubs.

Dr. Richard S. French, vice-president of the Berkeley City Council, will be acting mayor until Mr. Driver's successor is appointed. Dr. French is principal of the California School for the Blind at Berkeley.

For the fiscal year ending June 30, 1927, the aggregate expenditures of Federal, state and local governments amounted to \$12,179,000,000.

The 1930 Census will collect important data on irrigation and drainage projects within the United States.



An extension of Second Avenue, Seattle, Wash., from Yester Way to King Street. Built under direction of W. D. Barkhuff, City Engineer

The smaller view shows the conditions before the construction work started



Concrete Business Streets aid Traffic and Spur Trade

Realizing the value of time, Seattle extended Second Avenue from its business district to the railroad stations—and paved this short-cut with portland cement concrete. Two far-sighted moves to save traffic time.

Cities are rapidly learning how to untie the knots in their business districts. Wider streets? Yes, but of still greater importance, streets that are paved as busy streets must be paved, nowadays—for years of continuous service, with concrete.

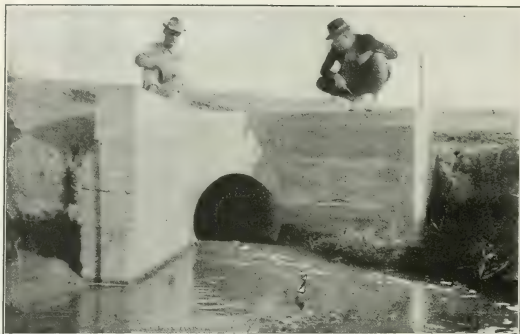
Concrete streets put an end to costly maintenance, and the far more costly interruptions to business and traffic. Clean-appearing and attractive, they "dress up" the downtown district. Ever-smooth, ever-safe, concrete business streets invite traffic and spur trade.

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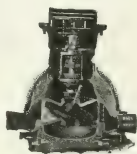


When these culverts are inspected, the customary reports contain the words "Good Condition." Armco Culverts change but little year after year. It is certain proof that "The purer the base metal, the longer the service life." When your need is culverts, consider the strength and rust-resisting qualities of Armco.

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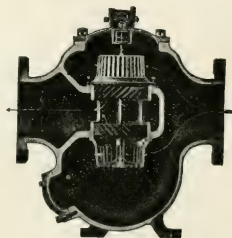
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TRIDENT CREST

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State Police Uniform to Be Distinctive in Washington

THE nattily attired motor coach driver, who has copied the uniform of the traffic patrolman right down to the Sam Browne belt and sleeve insignia, will be seen no more in the state of Washington.

Maintaining that it is unfair to law enforcement officials to have private individuals in various walks of life encroach upon the uniform which custom, at least, has standardized for traffic patrolmen, the Washington Division of Highway Patrol, in charge of William Cole, a member of the Street and Highway Traffic Section of the National Safety Council, has succeeded in eliminating this encroachment.

Uniforms Similar

In many instances the Sam Browne belt, epaulets, badges and sleeve insignia had been adopted for their drivers by auto transportation companies. The uniforms were virtually exact copies, save the wording on the badges, of the recognized uniform equipment for highway traffic officials. Ready distinction between the two by laymen was practically impossible.

Condemning the practice as an attempt at officer impersonation, many protests were made by the public.

Some of them invited attention to instances where the uniform equipment was the cause of mistaken identity which brought about severe and unwarranted criticism of officers of the law.

Motor coach drivers were not the only offenders, according to Chief Cole. Others were messenger boys, bread deliverers, and individuals in similar occupations.

Practice Discontinued

Working first through the two largest auto transportation companies, the State Highway Patrol has now convinced all private concerns of the wisdom of discontinuing the practice. There is no longer a concern of any kind in the state wearing the Sam Browne belt, according to Chief Cole, and every company has admitted that the patrol was right in its view.

Varying opinions have been expressed regarding the importance of the subject from an enforcement standpoint by other traffic officials. The extent to which the encroachment is carried on in other parts of the country will doubtless be the deciding factor in making it a purely local problem or one to which national significance will be given.

SCHAWALDER TRANSFERRED TO LOS ANGELES BRANCH

Allen Schawwalder, formerly a member of the research engineering department of the Pittsburgh Equitable Meter Company, has been transferred to the branch factory in Los Angeles. There he will have supervision over the service engineering department. Mr. Schawwalder is thoroughly familiar with his company's products and is well versed in the gas industry.



ALLEN SCHAWWALDER

BEVERLY HILLS PLANS NEW \$1,000,000 CIVIC CENTER

As the first step toward the establishment of a \$1,000,000 civic center in Beverly Hills the City Council has instructed Richard C. Waltz, City Attorney, to prepare a detailed report on the civic center proposal. It is planned to finance the project with a \$1,000,000 bond issue. The property owned by the Pacific Electric Company and owned by the Sun Lumber Company has been recommended as a site. The civic center group would include a city hall, library, fire station and other buildings.

SAN GABRIEL VALLEY TO PROVIDE FOR POPULATION

According to the report of the Los Angeles County Regional Planning Commission, the San Gabriel Valley will be filled when it has a population of 3,000,000 persons. Therefore, the master plan contemplates improvements, facilities and development which would permit 3,000,000 persons to live in the valley with the adequate provision for social existence. Wide highways will provide motor transportation; rapid transit will take care of rail transportation and adequate airports will provide satisfactory air transport. Zoning will protect homes and offer proper growth of business and industry. Parks and playgrounds will offer recreational facilities. Good control and elimination of grade crossings will protect lives and property.

L. A. COUNTY MORTALITY RATE 30% LOWER THAN U. S. DURING 1928-29

A mortality rate for Los Angeles County 30 per cent lower than the United States as a whole is disclosed by figures of the vital statistics division of the county health department for the fiscal year 1928-29. The county health department territory, comprising 3,400 square miles and thirty-six incorporated cities, had during this period but 8.3 deaths per thousand population as compared to 12 deaths per thousand people throughout the United States.

A survey of the causes of deaths shows that tuberculosis claims the most lives each year. In Los Angeles County, all forms of tuberculosis were held responsible for a mortality rate of 104 per hundred thousand persons. This figure, considerably higher than the rate of the United States at 79, is attributed to the soldiers' home, veterans' hospital, and many sanatoria located in the county because of the climate favorable for the treatment of this disease.

Pneumonia comes next with a rate of 93 per hundred thousand persons,

which is five points lower than that of the United States. Climatic conditions hold down this rate because of the absence of extreme weather conditions.

Influenza takes a toll of thirty-five lives per hundred thousand—ten lives less than those lost throughout the nation because of this illness.

Whooping cough has a death rate of five per hundred thousand, cutting the rate of the rest of the country by one point.

Then comes diphtheria with a rate of 2.3, which is one-third that of the United States. This low rate is attributed to the immunization campaign of the county health department held throughout the year.

Typhoid fever has a rate of 0.5, which is one-tenth that of the nation because of the excellent sanitary conditions maintained and the purity of the water supply in Los Angeles County.

Scarlet fever also has a rate of but 0.5 as compared to 1.0 in the United States.

City of Los Angeles' New Storm Drain Disposal Plant

THE new storm drain disposal plant recently placed in operation by the city of Los Angeles in the Venice District is one of the most complete plants of its kind on the Pacific Coast. It is

As will be seen by accompanying photograph (Figure 1) the drainage canals, utilized prior to the installation of this plant, were all filled in and made into beautiful broad level streets,

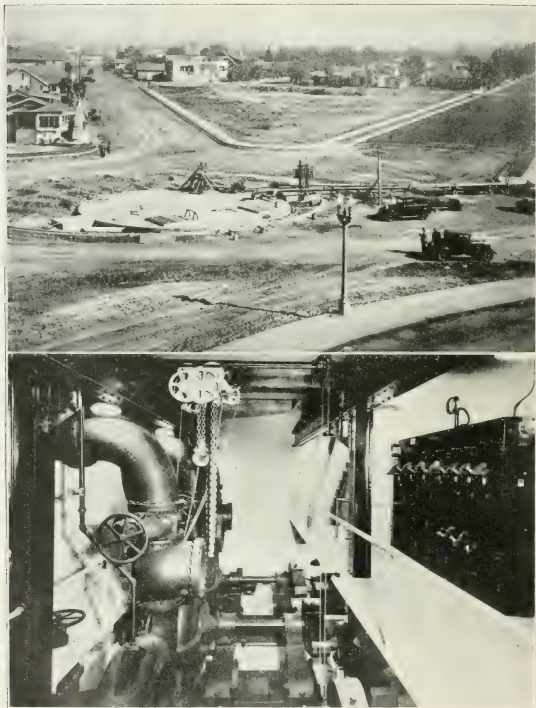


Photo at top shows drainage canals, used prior to installation of plant. These were filled in and made into beautiful broad level streets. Lower picture shows a partial view of the pumps.

expected to completely and satisfactorily solve the problem which has been bothering the city for years and to which engineers have devoted considerable time and study. Actual construction work on the project has been under way for more than two years, necessitated by the vast extent of the work involved.

which will materially enhance the beauty of this district as well as greatly facilitate the movement of traffic. It is considered by real estate authorities as a most invaluable step forward in the progress and development of the district which is chiefly residential.

The pump installation is composed of a battery of five 10,000-gallons per

minute centrifugal pumps manufactured by Fairbanks, Morse and Company. These are individually motor driven through the media of American High Speed Chain Drives, which are enclosed in oil-tight casings. The motors are automatically float controlled so that any one or number of pumps may work singly or in unison as required. Thus the total capacity of the installation attains 50,000-gallons per minute. A partial view of the pumps is shown in photograph (Figure 2).

Engineers who have inspected the completed plant have spoken of it in only the highest of terms and it has been accepted by the city of Los Angeles as up to specifications in every respect.

U. OF S. C. HOLDS THIRD ANNUAL INSTITUTE

THE Third Annual Institute of Public Administration is to be held at the University of Southern California April 14-19, under the auspices of the School of Citizenship and Public Administration.

Separate sessions of the one-week college course will be attended by state, county, and city officials from Rocky Mountain and Pacific Coast states, as well as by mayors, city managers, department heads, and personnel in public service from over a hundred California municipalities.

Dr. William Bennett Munro of Harvard University is to head a general assembly at noon each day on principles of government. Another general session for all sections will be held at the climax of each day's classes, from 4 to 5 p. m., dealing with functional analysis and inter-departmental problems and relations.

A group of ten state and national leaders are being brought to Los Angeles to lecture on such subjects as assessments, recreation and parks, government finance, and police administration. The University of Southern California sponsors the yearly spring institute for the purpose of providing to public personnel an intensive course dealing with specific problems of government, such as water supply, taxation, planning and zoning, sanitary engineering, and budgets.

Constructive as well as critical, it offers opportunity to study scientifically the principles of efficiency and economy.



To the East!

Across horizons where rose the seven cities of Cibola

Was it only a prank of the western sun... the fleeting silhouette men thought they saw of cities of turquoise, pearl and gold? Was it only a prank or was it prophecy... that flashed to gold the cold steel helmets of Coronado's soldiers of Spain when they searched for the fabulous cities of Cibola...

Today in this same western sun a new steel flashes in many a league of Coronado's path. Steel rails of Southern Pacific's SUNSET ROUTE.

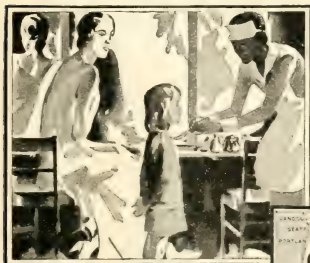
And the cities that edge its glittering miles out-fable the cities the Spaniards sought. San Francisco, the SUNSET's source. Los Angeles. Phoenix. Tucson. El Paso. San Antonio. Houston. New Orleans. These shine today in the bold reality of sky-thrust stone and steel and reclaimed desert that is become acre upon acre of agricultural wealth.

As your train speeds into the golden evening you can forget, if you like, the world that is new and the one that is gone... you need only a mind to good living. "Sunset Limited" is a kingly train... and yours to enjoy as you will—a diner the hospitable

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Sunset Route is not Southern Pacific's only way to the East nor is it the only one that lifts horizons. Overland Route, Golden State Route and Shasta Route have stories of their own to tell... and blue-blood trains for you to travel on.

To go East one route and return another is Southern Pacific's way of making the whole Pacific Coast and half the United States a part of one regular roundtrip ticket. For Southern Pacific rails follow natural pioneer pathways... Its vast network of lines explore the whole Pacific Coast. Southern Pacific is the only railroad offering choice of four routes. Go one way, return another. Stopover anywhere.



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Just say I saw it in Pacific Municipalities

EVERETT, WASHINGTON

(Continued from Page 86)

inches, while in the bottom three inches concrete butts against concrete. The purpose of this joint was only to prevent possible spalling of the joint edge under traffic.

A $\frac{3}{4}$ by 5-inch through expansion joint was also placed between the pavement and the existing curbs, and also transversely every twenty-eight feet six inches. Dummy joints, consisting of $\frac{1}{4}$ by 2-inch strips of premolded filler inserted in a $2\frac{1}{2}$ -inch slot cut in the fresh concrete, were placed transversely half way between expansion joints, or every fourteen feet three

inches, and longitudinally seven feet and sixteen and one-half feet, respectively, from the curbs. The longitudinal joints have the effect of dividing the fifty-two-foot wide street into traffic lanes of four $9\frac{1}{2}$ -foot strips and a 7-foot parking area adjacent to each curb.

Work Speeded

Only a few days were occupied in placing concrete, the contractors finishing the work in six days. Ten days later the street was opened to light traffic and in twelve more days opened to all traffic.

Everett has eliminated pavement opening for utilities by installing a

dual system of utility lines for underground conduits such as water, under the sidewalk areas. This plan is working admirably. Connections are more easily made and at less cost. Moreover it is more practicable to cut the sidewalk and delay pedestrian traffic than to cut the heavier pavements and delay motor traffic. With service connections in the pipes, new building projects require only short tunnels and no cutting from above.

Wetmore Avenue

Concrete for Wetmore Avenue is of 1-2-3 mix, requiring 1.67 barrels of cement per cubic yard. Proportioned batches were hauled to the mixer on the street from commercial plants in town. Finishing was done by hand tools, including tamper, longitudinal floats and edgers of 8-inch width. Particular stress was laid on compacting the concrete by adequate working under the tamper and floats. Care was used to secure an exceptionally smooth riding surface. Split or notched floats were used over the transverse joints.

Traffic lines of white cement and aggregate were built in on property and curb lines produced at all intersections. A mixture of one part cement and two parts white granite chips mixed fairly dry was used. When the pavement was placed, a slightly tapered board was set in the fresh concrete, finishing operations were then carried out on the pavement and the board removed, the resultant slot being filled with the white mortar, and thoroughly trowelled to secure a perfect bond with the pavement. Both the traffic strip and the adjacent pavement concrete were edged with a $\frac{1}{4}$ -inch radius edger. The traffic strips are five inches wide and $\frac{3}{4}$ -inch deep.

Property Owners Pleased

Property owners are enthusiastic about the improved appearance and excellent riding qualities of the new pavement and realize the value of the improvement as an advertisement for their street. Since completion of the pavement several building projects are proposed for Wetmore Avenue.

Everett has just completed a street lighting program for the downtown section. Concrete standards having double lights are being used with 186 poles required for the district. A new City Hall has just been completed, the structure being of reinforced concrete.

These public improvements are under the direction of the writer as the Commissioner of Public Works. Other city officials are: N. D. Martin, Mayor and Commissioner of Finance; L. F. Rasmussen, Commissioner of Safety.

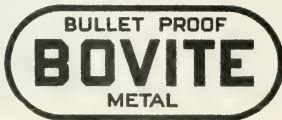
Contractors for the Wetmore Avenue improvement were Ervig and Wahl, of Everett. S. E. Paine is city engineer.

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SECRETARY'S PAGE

(Continued from Page 78)

revenues of the electric light and power plant.

This is not the first time the question involved was submitted to this court, it having been presented in the case of *Fell vs. City of Coeur d'Alene*, 129 Pac. 643. In that case the city was enjoined from selling municipal bonds to acquire a water works, the principal and interest of the bonds to be

payable solely from a fund to be created by the revenues of the water works. The court held that the *Fell* case last referred to was not distinguishable in point of law from the one under discussion.

The constitution of Idaho provides that no city shall incur any indebtedness exceeding the annual income and revenue provided for it during a current year without the assent of a two-thirds vote of the electors, and is almost identical with the California constitution.

The city attorneys most strenuously and ably contended that the former decisions were wrong and should not be followed. It was admitted by the court that the wording of the constitutional provision is quite similar to that of California and other states whose courts have held that such an obligation did not constitute a municipal indebtedness, referring in particular to the case of *Winston vs. City of Spokane*, 41 Pac. 888, and the late case of *Shelton vs. City of Los Angeles*, 275 Pac. 421. Nevertheless the court held that the decision in the *Fell* case was not decided on the grounds stated by the California court and that "any attempt to explain away the decisions of the other courts would be unavailing."

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Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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APRIL, 1930

No. 4



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When you go East this summer buy a roundtrip ticket that is *round*. If you go via a northern or central route, return through the South. In most cases the cost is no more than directly East and back.

To go one way, return another, is Southern Pacific's invitation to a richer travel experience. You discover a new United States. You add variety and contrast. Each of Southern Pacific's pioneer routes holds its own treasures of legend, great cities and scenic beauty.

Over the four great routes course

14 trains daily. Through sleepers to principal cities. Choose from these:

SUNSET ROUTE: San Francisco and Los Angeles; the Apache Trail; El Paso with a glimpse of Old Mexico; across Texas and Louisiana to New Orleans; thence by rail or steamship to New York. **GOLDEN STATE ROUTE:** The direct line from Los Angeles, Santa Barbara and San Diego to Chicago, via El Paso and Kansas City. **OVERLAND ROUTE (Lake Tahoe Line),** shortest across the center of the continent, through the picturesque gold country of '49 days, over the Sierra Nevada, crossing Great Salt Lake by rail — via Omaha to Chicago. **SHASTA ROUTE:**

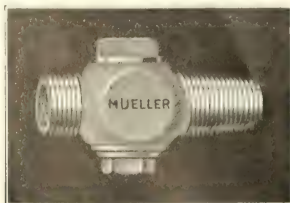
San Francisco to the Pacific Northwest past Mt. Shasta, through a setting of rivers and sparkling lakes. Thence East by northern lines.

You'll find every convenience known to train travel on these leaders: "Sunset Limited," "Golden State Limited," "Overland Limited" and "Cascade." Rooms en suite, if desired; barber, valet, bath, ladies' maid, club car, ladies' lounge.

Southern Pacific

E. W. CLAPP
General Passenger Traffic Manager
65 Market St., San Francisco

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design shown above is for wipe joints. The one below, for lead joints, and which provides a perfect connection without the inconvenience and expense of wiping.

All stops are provided with eighth bend tail pieces but can be supplied with straight or quarter bend, if desired.

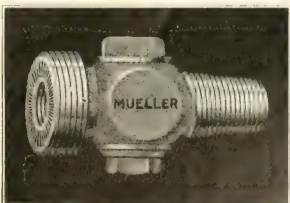
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MUELLER Corporation Stop No. G-10002





Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

Automobile Liability Insurance.—

In the case of *Heron vs. Riley*, the supreme court of California, on January 9, 1930, held that under the new section 1714½ of the Civil Code making the state and certain political subdivisions responsible for injuries to person or property resulting from the negligent operation of motor vehicles by an officer, agent or employee acting within the scope of his authority, the statute was not invalid on account of insufficient title; that funds to pay judgments would not constitute a gift of public money, and that it was not class legislation. (284 Pac. 209.)

Cemeteries, Taxation of.—In the case of *Cypress Lawn Cemetery Association vs. San Francisco*, the Cal. App. Court, on January 14, 1930, held that a hotel purchased by the cemetery association with money held in trust for improvement of the cemetery, was not exempt from taxation under the constitutional provisions, since the hotel itself was used and owned for profit. (284 Pac. 506.)

Dedication of Highway.—In the case of *Lindsay L. & L. S. Co. vs. Churnos*, the supreme court of Utah, on October 1, 1929, held that the use of a road for 18 years over public lands belonging to the federal government constituted a sufficient acceptance by user, to effect a lawful and complete dedication. (285 Pac. 646.)

Dilapidated Court House.—In the case of *Liebman vs. Richmond*, et al., the Cal. App. Court, on January 23, 1930, held that an attorney-at-law could not maintain an action to abate the county court house in Oakland as a nuisance, the county being a fractional part of the state and not subject to suit without the state's consent, and that if the county supervisors were not doing

their duty in maintaining the court house in proper condition, it was not basis for such an action. (284 Pac. 731.)

Eminent Domain.—In the case of *Cohn vs. San Pedro*, the Cal. App. Court, on January 28, 1930, held that where a lot was condemned by a railroad company to be used for railroad purposes, and the abutting

EDITOR'S NOTE.—Because of the unusual importance of a number of recent court decisions and their direct interest to every municipality of the Pacific Coast, Mr. Locke's page in this number of *Pacific Municipalities* is devoted to a digest of those decisions. Summaries of decisions in other parts of the United States also are included.

street was abandoned by the city, reversion of the ownership to one-half of the street upon which the lot abutted, was still subject to the railroad's easement, and the owner of the fee could not take possession without regard for the rights of the railroad company. (284 Pac. 1051.)

Fire Department.—In the case of *Barcus vs. City of Coffeyville*, the supreme court of Kansas held that in the operation of a fire department a city acts in its governmental capacity and therefore is not liable for negligence of its officers or employees in performing duties pertaining to said department. (282 Pac. 698.)

Health Officer's Qualifications.—In the case of *State ex rel Walker vs. Dean*, the supreme court of Washington, on February 3, 1930, held that a person licensed to practice osteopathy and surgery was a "legally qualified physician" within the statute prescribing the necessary qualifications for a municipal health officer. (284 Pac. 756.)

Irrigation Ditch a Nuisance.—In the case of *Turlock vs. Bristow*, the Cal. App. Court, on February 7, 1930, held that an irrigation ditch carrying polluted water and traversing a public section of the city was a public nuisance, and that those who owned an easement for the continuous use of such water were all subject to injunction for failure to maintain it in proper condition, notwithstanding that express notice had not been served on them. (284 Pac. 962.)

Liability for Street Work.—In the case of *Asher vs. City of Portland*, the supreme court of Oregon, on February 4, 1930, held that the clearing of obstructions to the approach of a bridge, including an old telephone line formerly used for fire alarm service, was engaged in the performance of a proprietary function rendering the city liable for negligence where one of the telephone poles fell and injured a lineman in the city's fire department. (284 Pac. 586.)

Municipal Electric Plant.—In the case of *Thomas et al. vs. Reid et al.*, the supreme court of Oklahoma, on January 21, 1930, held that the statute which prescribes a procedure for the selling of a municipal electric plant by vote of the electors was valid. (285 Pac. 92.)

Municipally Owned Utilities.—In the case of *In Re Murray*, the supreme court of Oklahoma, on December 10, 1929, held that neither the statute nor constitution of that state specifically prescribes rates to be charged by a municipally owned utility, nor the purpose to which profits must be appropriated. The court went on to say that appropriations for current expenses are not void because they include semi-permanent items usable in the next fiscal year. (285 Pac. 80.)

Ordinances, Time of Taking Effect.—In the case of *State ex rel Hardy, et al. vs. Superior Court, etc.*, (Turn to Page 138)

Uniform "breaking point"

*makes Colas
the preferred
cold asphalt emulsion*

WITH every mile of every road a separate problem, your road engineers are glad to escape at least one complication—uneven emulsions.

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and see that you are
supplied with com-
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SHELL OIL COMPANY

If you mention Pacific Municipalities it will help

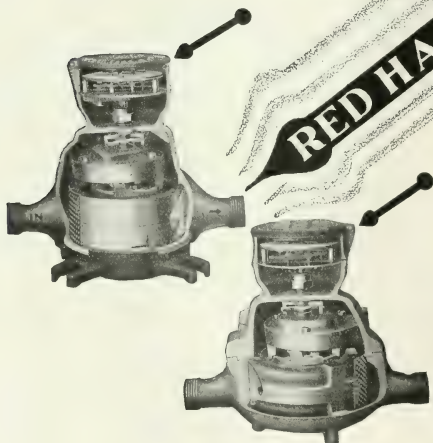
NO.
4



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NO. **5**

INSIDE INFORMATION

Large Red Test Hand



THE large red test hand is of inestimable value in testing meters since its speed of travel and long sweep (one revolution for each ten gallons) makes it a simple matter to check for inaccuracies when testing meters, either on the premises or in the shop. The reading of the large hand can be accurately made while meters embodying only the small test circle can not be checked to such an accurate degree.

Another feature of the large test hand is the ease with which leaks are detected. Close all spigots and watch the large red hand. If it moves there is positive proof that water is leaking somewhere on the premises.



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Mayor
RICHMOND, CALIF.



L. V. JENKINS
Chief of Police
PORTLAND, OREGON



JAMES R. MURPHY
City Clerk, Assessor
BURLINGAME, CALIF.



GEORGE T. CAMERON
Trustee, War Memorial
SAN FRANCISCO, CALIF.



T. M. CARLSSON
City Attorney
RICHMOND, CALIF.

Municipal Executives

(Series No. 14)

Portraits of busy officials who de-
voted their efforts to the upbuilding
of the Pacific Coast



FRANK N. BELGRANO, JR.
Trustee, War Memorial
SAN FRANCISCO, CALIF.



PAUL W. BRANNON
City Treasurer
SAN LEANDRO, CALIF.



GEORGE D. HILDRETH
Auditor, Assessor
VALLEJO, CALIF.



T. E. CALDECOTT
Mayor
BERKELEY, CALIF.



GLENN ROOD
City Engineer
COMPTON, CALIF.



ALBERT B. GIDLEY
City Manager
COMPTON, CALIF.



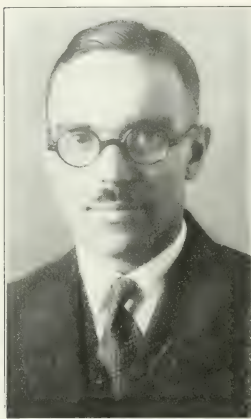
JAMES A. McVITTIE
City Manager
RICHMOND, CALIF.



R. E. STECKEL
Chief of Police
LOS ANGELES, CALIF.



H. N. NILES
Captain of Police
PORTLAND, OREGON



E. A. REINKE
*Secretary-Treasurer, California Sewage
Works' Association*

MEMBERS of the California Sewage Works' Association will foregather at Sacramento, Monday and Tuesday, April 21 and 22, for their annual spring conference.

The Sewage Works' Association is one of the fastest growing municipal organizations in California. It was organized in June, 1928, when a group of fifty-one men interested in sanitation met to consider the propriety of forming an association in California and which was done. At the second annual meeting of the association, held in Oakland, last October, the roster included 207 names, making it the largest association in the Sewage federation.

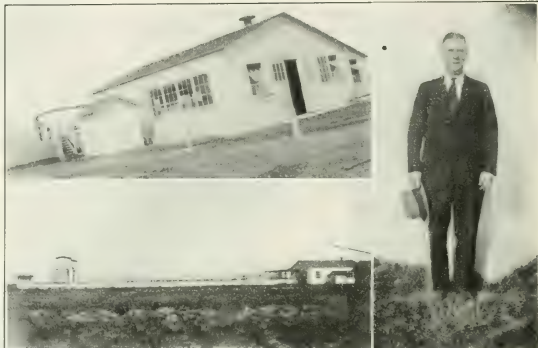
The program for the spring conference will open with a visit at 8 o'clock, Monday morning, April 21, to the new sewage treatment plant at Chico. City Manager H. H. Hume and City Engineer Martin C. Polk will be at the plant to answer questions.

After leaving Chico, members of the conference and visitors will go to the University Farm at Davis, where they will be guests of the Farm School at luncheon.

The afternoon session will be given over to a visit of the farm, including research, laboratory and sewage treatment plant. John Jacobson, superintendent of construction, will explain the operation of the pumping plants,

C. S. W. A.

Spring Conference



At the right: Fred W. Post, Manager, Lodi Activated Sludge Plant. Upper left: Lodi Activated Sludge Plant, looking west. Lower left: Another view of the Sludge Plant, looking north.

Imhoff tank, sprinkling filter, and final settling tanks, and will assist in demonstrating use of tools for Imhoff

tanks and simple laboratory tests indicating efficiency of the plant.

On Monday evening, April 21, an informal dinner will be held at the Sacramento Hotel, Sacramento, with round table discussion.

Tuesday morning's session will be given over to a visit at the Lodi activated sludge plant. The visitors will be welcomed by City Clerk J. F. Blakely, City Engineer L. F. Barzelotti and Sewage Plant Manager Fred W. Post. Luncheon will be at the Hotel Lodi.

On Tuesday evening, at Hotel Senator, Sacramento, a dinner session will be attended by Harrison P. Eddy, of Metcalf & Eddy, Boston, nationally known authority on sewage works and their operation, and who will speak on "Management, an Essential of Success in Sewage Treatment."

The officers of the California Sewage Works' Association are: F. A. Batty, president, Los Angeles; B. J. Pardee, first vice-president, Visalia; W. A. Allen, second vice-president, Pasadena; E. A. Reinke, secretary-treasurer, Berkeley.



JOHN JACOBSON
*Superintendent of Construction, University
Farm, Davis, California*



DR. JOHN M. PFIFFNER

Some Problems of Fiscal Control

By JOHN M. PFIFFNER

University of Southern California

I SHALL not in the short time available attempt to outline a complete plan for fiscal control for cities. Indeed, I do not lay claim to the expert knowledge necessary to the performance of such a task. I have here jotted down, however, a few general points bearing directly on the financial ills of many small and medium-sized municipalities, hoping that they may be worthy of your interest and consideration.

Find the Facts

The old day of hit-and-miss appropriations have gone forever. With the rising tide of municipal expenditures has come the necessity of knowing just where the municipal corporation stands. This may be a common-place remark, devoid of all evidence of wisdom, but that very fact only serves to emphasize its importance. When I made my study of the city manager plan of municipal government in Iowa three years ago, I found ample evidence of lax fiscal management in midwestern cities.

When the first city manager took charge in Dubuque in 1920, he found that the bonds had been refunded three times and were yet unpaid on a city hall already marked as an historical relic by the Daughters of the American Revolution. He also found the city owing \$200,000 on undated promissory notes so old that they were turning brown and whose questionable legality had led the banks to discount them heavily. He, moreover, found \$300,000 worth of uncollected taxes owing by some of the wealthiest people in town. All this resulted from lax fiscal management.

Mason City's Taxes

Mason City had been growing very rapidly and, as in many such cases, the city commission had been under pressure to keep taxes down. It might have been possible to do so with a group of professional administrators operating with the right type of fiscal control, but Mason City was under the old commission form of government

which meant that there was a division of control. The result was that as the city needed things, overdrafts were met with interest-bearing warrants, which were in turn funded into judgment bonds periodically upon the institution of a mere friendly suit. Soon the city had reached the constitutional debt limit with many direly needed

THE accompanying paper, "Some Problems of Fiscal Control in Cities," was delivered by Dr. Pfiffner at the March 15 meeting of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers, at Alhambra. Fiscal control of a city, says Dr. Pfiffner, is a science which should be in the hands of trained technicians. The fact that a man has been a successful real estate broker, grocer or even a banker is not sufficient qualification to make him the controller, assessor or treasurer. These positions require the services of trained men with a professional conscientiousness. They should be absolutely free of the necessity to play the political game and should be protected against everything but their own incompetence and dishonesty.

civic improvements in the offing. The aroused taxpayers voted in the city manager form of government, and hired a professional manager with years of experience elsewhere who instituted a system of fiscal control which increased services and reduced the debt over \$100,000 the first year without increasing taxes.

I do not intend this paper to be a plea for the city manager form of government. It merely happens that it is easier to get fiscal control under that form than almost any other. It is quite possible to secure such control under

a mayor and council charter if certain considerations are brought to bear.

Every city, regardless of size, should have some means of securing, arranging, and presenting in graphical form the data showing the exact condition and trend of municipal finance. For instance, I was recently in the office of a comptroller who had a cabinet of charts graphically depicting the story of the city's financial condition year by year. One graph in particular showed the picture of a struggle against an almost perpendicular rise in per capita expenditure. He told me how that graph had sounded the alarm in a manner that could not have otherwise been effective, and how this warning had enabled that city to take hold of itself and practically flatten out the curve.

Trained Officials

In order to secure these facts and present them in their proper relation to each other, it is necessary that there be technically trained persons in the department of finance whose duty it is to make investigations relative to budget needs and make independent recommendations. These men should be permanent professional employees free from political influence and protected against the wrath of special interests whom they may disappoint by adverse recommendations.

Filing Equipment

An example of what such an agency can do to pay its own upkeep is demonstrated by the furnishing of steel filing equipment in the new City Hall at Los Angeles. The different departments presented requests totaling \$196,000, while there was appropriated only \$90,000 for the purpose. The Board of Public Works called on the Bureau of Budget and Efficiency to help them out of the difficulty. A trained investigator of that Bureau was able to make recommendations which when followed through equipped the new building with filing equipment adequate for several years' expansion at \$89,100, a figure well within the appropriation.

In this case, an expert on the city's own payroll was able to save \$106,000 by getting the facts and applying them.

Professional Advice

Adequate financial planning can not be carried into effect unless councilmen are willing to acknowledge their position as laymen taking temporary control of the city's affairs. As laymen they should defer to the advice of the permanent officials of the city. If they can not have confidence in these officers they should get rid of them and hire those in whom they have confidence, provided that such lack of confidence is based on solid rather than political grounds. I am constantly being informed of the interference of certain councilmen to get certain things for their own constituencies, or to build a monument to their own term of office. While many of these projects may be entirely worthy, they will be considered without relation to the general financial condition of the city.

I was recently in the office of a budget officer when a councilman called on the telephone to learn of the outcome of an investigation into a special appropriation desired for his own district, the request having been referred by the finance committee to the budget agency. The budget officers informed the councilman with the utmost tact and courtesy that while his request was undoubtedly worthy and might be approved in the future, the financial condition of the city was now such that it was necessary to recommend against it. The receiver was banged down in anger at the other end. The councilman could still take the matter up with his brother councilmen, but he knew that his chances would be slim because of a tradition of standing by the budget agency's recommendation in such matters.

In still another city an efficiency investigator showed me one matter in which his presentation of the facts enable the commission to save \$60,000 per year. The difficulty here was that the commission was only referring to the fact-finding agency those matters where it wanted to avoid taking a stand. On those many matters in which the commissioners had personal interests the fact-finding agency was not consulted. This is, of course, an unfortunate situation. Proper financial control is not possible unless professionally trained officers look into the advisability of all prospective expenditures from the standpoint of the government in general rather than the spending services.

Check on Spending Services

The financial officers under the chief executive should have a day by day

ATTENTION!

Clerks, Auditors, Assessors and Treasurers

MEMBERS of the Department of Clerks, Auditors, Assessors and Treasurers:

In connection with our Thirty-second Annual Convention of the League of California Municipalities to be held at Long Beach, Miss Roberts, our secretary, sent out questionnaires to each member of this department asking for five suggestions as to subjects to be discussed before our department. To date we have had about thirty-five responses.

Through the courtesy of Pacific Municipalities I am now asking that you, personally, give this matter your attention and send to me, at once, not more than five suggested topics together with your suggestion as to the person able and willing to discuss these topics.

Remember this is your department and you can help make this convention the most successful of any previous convention if you will do your part.

I. A. SWARTOUT,
President, Clerks, Auditors,
Assessors and Treasurers,
Section, Box "H," San
Fernando, Calif.

check on expenditures. An appropriation having been made to a spending service, it is not sufficient to allow those serviced to spend such appropriations as they see fit. True fiscal control involves a constant check upon the manner in which the money is spent and this check should be by the comptroller under the chief executive. The information available indicates that it is almost a universal practice for American cities to permit appropriations to become over-encumbered, thus necessitating deficiency appropriations and ending the fiscal year with either a deficiency or reduced surplus.

Budget Control

The greater portion of this could be eliminated by a proper system of budget control. This budget control would give the department of finance widespread authority to keep the spending services within the allotments and their previously established work programs. In case revenues failed to come up to the budget expectations, the de-

partment of finance should have the power to step in and force on the spending services such economies and curtailments as to reduce outlays for the fiscal year to a point consistent with the decrease in revenue.

Pre-Audit

This can only be accomplished by a comprehensive system of pre-audit and an accrual system sufficient to make the administrators constantly aware of total incumbrances. By pre-audit I do not mean a mere scanning of purchase orders to see that they come within the budget segregations. I mean a system wherein a responsible person outside the spending service and within the department of finance will have the authority to pass on the wisdom of every expenditure. This may seem a drastic step to department heads, but is the only way that fiscal control over depleted revenues can be established. It means changing the American idea that an appropriation is an order to spend, to the British theory that an appropriation is a permission to spend if necessary. It may be objected that giving the comptroller so much power would lodge in one officer too great authority, but I am assuming that the comptroller is an accounting officer responsible to the chief executive. The comptroller would only be carrying out the will of the mayor or city manager to whom department heads could always appeal if dissatisfied.

Excess Revenues

After the budget has been adopted every head of a spending service should be required to set up a work program to be approved by the department of finance. This work program would aim to carry on departmental efforts within the appropriations, so that the policy determined by the governing body may be carried out without undue or unnecessary modifications. Sometimes the financial program determined by the budget-making body does not meet the personal ambitions or desires of the department head. He should, however, cooperate instead of precipitating financial difficulties by not adjusting his operations to the plan outlined.

A department should not be permitted to spend its excess revenues without specific appropriation. All such revenues should be covered into the treasury and spent for departmental purposes only to the extent that they are needed in creating the excess revenues from which derived. It is not good financing to allow a department to use up excess revenues created if the department has not been put to

additional expense in creating these excess revenues.

The Independent Audit

The city council has two functions to perform in its relation to fiscal control. The first is to determine financial policy. It does this when it adopts the appropriation ordinance and levies the taxes. The second is to assure itself that expenditures have been made in accordance with its wishes. This is accomplished by the independent audit or "post-audit." This task should be performed by either a firm of outside accountants or a permanent auditing officer responsible only to the council.

General Considerations

The comptroller should be deferred to by the council in his efforts to maintain a proper balance in the general fund. It so often happens that a comptroller will work and plan to build up a surplus that will carry him through lean years and periods prior to taxing time, only to have it depleted by a new council. Studies should be made to see that the proper balances are maintained. An excellent example of financial data of this type is that worked out by a certain comptroller who has charted the condition of the general fund over a period of five years. He always knows the condition of the city

fund and the goal the city should aim for in order to maintain a sound financial standing.

In my middle western experience I noticed a tendency to divert too great a share of municipal utility surpluses to other purposes. A good example is evidenced in a certain small town with a Diesel generating unit carrying a peak load with no standby. A breakdown would have shut off service and given municipal operation a blackeye. In the face of this some \$20,000 in the light fund was transferred to public works enterprises. This is abominable practice and is responsible for much of the stigma attaching to municipal management.

What Can We Stand?

It is often said that a municipality differs from a private corporation in that it first determines what it wants to spend and then sets its income to meet the expected outlay; whereas, a private enterprise adjusts its expenditures to meet its income. There is some truth in this statement; but it is sheer error to say that a city can afford anything that it wants. Growing cities must look forward to spending more money per capita each year. The larger the city, the more it costs to run it per capita. This is a demonstrated fact which cannot be controverted.

Nevertheless, it is the duty of those responsible for the fiscal management of a given municipality to hold per capita expenditures down to a reasonable per capita increase. A city cannot afford all worthy ventures any more than can an individual.

Fiscal Control a Science

Fiscal control of a city is a science which should be in the hands of trained technicians. The fact that a man has been a successful real estate broker, grocer, or even a banker is not sufficient qualification to make him comptroller, assessor, or treasurer. These positions require the services of trained men with a professional conscience. They should be absolutely free of the necessity to play the political game and should be protected in their tenure against every thing but their own incompetence and dishonesty. I am extremely happy to see that many cities are cognizant of this situation and that there is emerging a body of professional administrators. I sincerely hope that our efforts in professional education for the public service at the University of Southern California will aid in hastening the full-fledged recognition of public administration as one of the learned and technical professions.

Longview, Washington Bridge Opened

By FREDERIC EARP



At left: Wide roadway of the Longview bridge. This steel structure is built to sustain the combined weight of a double line of twenty-ton trucks. The bridge deck clearance from point where this photograph was taken is 190 feet above surface of the river. On the opening day 11,474 vehicles crossed between the Oregon and Washington shores. At right: The Columbia River Longview bridge. In the distance beyond the evergreen-clad hills rises the majestic summit of Mount Rainier, more than seventy-five miles away. In the foreground of the picture are the ruin cities of Longview and Kelso. The Long-Bell Lumber Company plant seen in the extreme right, just across the river, is the largest plant of its kind in the world.

FIFTY thousand passengers crossed the Columbia River Longview Bridge on the day it was dedicated and opened for traffic, Saturday,

March 29, 1930. Beginning at 2 o'clock in the afternoon, when President Hoover in the East Room of the White House, pressed the golden tele-

graph key that opened the span, until midnight when the first tolls were collected, 11,474 vehicles passed over the bridge. Since that time a continuous

stream of cars has been moving north and south. Bearing license plates of Oregon, California, and states eastward, motorists are pouring into Western Washington, the Puget Sound country, British Columbia, and spreading out eastward over the transcontinental highways. Southward flows the traffic of the north to the playgrounds and beaches of the sunny south.

This new arterial link brings northwest Oregon more than one hundred miles closer to its neighbor on the north bank of the Columbia. It completes a scenic highway loop of one hundred and six miles over the Lower Columbia River Highway and Pacific Highway. As the motorist travels between Longview, Washington, and Rainier, Oregon, into Portland on the Oregon shore he is almost continuously within sight of the island-dotted river, filled with the commerce of all the world. Through vistas of fertile

lowlands and beyond the heights of neighboring evergreen-clad foothills, one sees the snow-capped peaks of such mighty mountains as majestic Rainier, symmetrical St. Helens, rugged Adams, and beautiful Hood. During the season of heaviest tourist traffic, this route is fanned by the cool breezes that are wafted along the canyon walls of the Columbia.

The vacationist from British Columbia and Puget Sound country, and the eastern traveler over the Yellowstone Trail, may use this bridge for a short-cut to the matchless Oregon beaches.

The opening of this new span attracted international prominence, and present at the local dedication were the governors of Oregon and Washington, the acting premier of British Columbia, Mayor Rolph of San Francisco, the mayors of Seattle and Portland, and representatives of commer-

cial, civic and fraternal organizations from all over the Pacific Coast. No traffic gathering of the kind in the history of the Pacific Northwest has attracted such a throng as filled the streets and highways and byways of Longview, Kelso and Rainier on the opening day. A new era of motor progress began on March 29 that bids fair to materially aid in the rapid development of the entire Pacific Coast. Pacific Highway, now the longest continuous strip of hard paving in North America, reaching from Vancouver, B. C., to Tia Juana, Lower California, is welded by this six million dollar link of concrete and steel. This road eventually will extend northward through British Columbia and the territories of Yukon and Alaska to the Arctic Circle. It will extend southward through the length of Old Mexico and the Central American states to the countries of South America.

San Mateo's Municipal Program

By E. P. WILSEY, *City Manager*

SAN MATEO has a rather extensive program for street improvements, street widening and extensions, and other municipal betterments for the fiscal year 1930.

Among the principal projects are the construction of a main outfall sewer and sewer system for the newly annexed Beresford territory to cost approximately \$65,000; the construction of four major paving projects, covering the Homestead district, the East San Mateo district, various streets about the city and a portion of the Beresford territory, the four districts to cost between \$150,000 and \$200,000.

In addition to paving, a plan is

being worked out for the construction of an alley to serve the business district on Second and Third avenues, and the extension of Palm Avenue to afford a secondary outlet to the Curtiss-Wright Airport, which is under construction. Other projects include the widening and straightening of San Mateo Drive, and an exchange of properties with the Southern Pacific Company providing the widening of alleys along their right of way.

Complete zoning of the newly annexed portions of the city has been completed, and setback lines are to be established along the State High-

way to provide for a right of way one hundred feet wide.

A fire alarm system is to be installed in the central business district, the design of the system being such that it can be extended from time to time to serve outlying territory.

The city property in East San Mateo is to be graded, landscaped and laid out for park purposes, as well as many improvements made in the present City Park.

San Mateo is enjoying an unprecedented growth, and has an estimated population of 18,000 at present.

HAWAIIAN CITIES MOVE TO RESTRICT PARKING

Honolulu and Hilo, two large Hawaiian Island cities, are bothered by traffic congestion and are taking steps to relieve the situation by restricting the parking of automobiles in the business section.

The Traffic Ordinance Committee of the City Planning Commission of Honolulu is sponsoring a plan to put a stop to diagonal parking on all streets in the city, and also to entirely prohibit parking on several of the leading streets of the business section. Traffic in the downtown portion of the city is badly congested because of indiscriminate parking.

Drastic parking ordinances in the business section of Hilo are urged by

the *Hawaii Herald*, published at Hilo. Parked automobiles on Kanehameha Avenue, the leading business street of the city, constitutes a serious fire menace as fire apparatus is unable to proceed swiftly through the tangle, the newspaper claims.

OLYMPIA, WASHINGTON,

The children of Olympia, Washington, will have a merry-go-round on which to play this summer at Priest Park, north of the city; thanks to the generosity of the Tumwater Council of the Boy Scouts of America. The Scouts raked up the maple tree leaves in the park during the autumn months and the \$200 which the city would have been required to pay for this job will be used to provide the children with a merry-go-round.

IMPROVEMENTS PLANNED FOR MONTEREY HIGH SCHOOL

The Monterey Union High School District has commissioned Architects Swartz and Ryland of Fresno to prepare plans for proposed improvements to be undertaken under the proposed \$250,000 bond issue, yet to be voted. The issue will provide for these improvements:

Academic Building with fifteen class-rooms and a cafeteria, \$100,000; gymnasium, \$65,000; heating plant, \$20,000; swimming pool, \$20,000; addition to shop department, \$14,400; girls' athletic field, \$10,000; alteration of auditorium, \$10,000; eight new tennis courts, \$8,000; remodeling administration offices, \$5,000; grading and draining work, \$3,000.



Fountain of Neptune at Malaga Cove Plaza, Palos Verdes Estates, recently dedicated by Lieutenant-Governor Carnahan. Eventually the entire Plaza will be arched like the store building on the left. The large arch extends over the street leading from the Plaza.

PALOS VERDES ESTATES DEDICATE FOUNTAIN OF NEPTUNE

THE unusually beautiful marble fountain of Neptune in the center of the Malaga Cove Plaza, Palos Verdes Estates, recently was dedicated by Lieutenant-Governor H. L. Carnahan and a distinguished group. He predicted that it would be the inspiration for many similar public embellishments in California. The fountain is the gift of Palos Verdes Project to the community and will be in the custody of Palos Verdes Art Jury and the community association of property owners along with the 700 acres of parks, playgrounds and ocean shore and other community features now held in common in Palos Verdes. Following official greetings of the state, personal felicitations were delivered by Mayor Hugh S. Lawrence of Inglewood for the county of Los Angeles, and Mayor John Dennis of Torrance for the neighboring cities.

Example of Art

The fountain is a fine example of the best period of Italian art and bears

an inscription dedicating it "to international good will." The Italian Ambassador to the United States, S. E. Giacomo Nobile de Martino at Washington wired to Charles H. Cheney, secretary of Palos Verdes Art Jury: "I am proud that for the embellishment of your community you have chosen one of the most pure and perfect works of the Italian renaissance, which will be a bond of friendship between the two nations." He also officially designated Cav. Alberto Mellini Ponce de Leon, vice-consul in Los Angeles, to speak for his government at the dedication. Mr. Emile Pozzo, president of the Italian Chamber of Commerce of Los Angeles, presented the gracious compliments of that body.

National felicitations were delivered by C. Herrick Hammond of Chicago, president of the American Institute of Architects, who said:

"Today as never before beauty has become appreciated by the people of

our country. They now realize that beauty is a business as well as a personal asset. We are demanding beauty in everything around us, in industry, utilities, our amusements, our automobiles and everything we have. It is time that cities, counties and regions make beauty and esthetic requirements an essential part of every city or regional plan. Because only by deliberately aiming for these things in advance, with meticulous care, can we obtain the most satisfying and beautiful results."

J. Monroe Hewlett, president of the Municipal Arts Society of New York, also emphasized California's opportunities and said: "The blight of ugly unplanned and careless development attaches to American cities from coast to coast. They are unpleasantly alike in most cases in their ugliness. This carelessness of appearance and environment is both needless and costly. It is high time that all of our cities took the matter of their appearance carefully in hand.

A rousing appeal to California cities to improve their appearance was made in the principal address of the day by Lieutenant-Governor Carnahan.



A view of Lower San Fernando where enlargement work is being carried on

Photo Courtesy "The Intake"

Los Angeles Reservoir Storage Capacity Increased

IN LINE with plans for increasing the storage capacity of reservoirs near Los Angeles, the Bureau of Water Works and Supply is carrying forward two major projects at lower San Fernando and Chatsworth.

Work has started and it is progressing satisfactorily on the enlargement of the Lower San Fernando reservoir. The capacity will be increased from 14,000 to 18,000 acre-feet by raising the height of the earth fill dam there 12 feet. The dam is 2400 feet long.

State Engineer Edward Hyatt issued a permit several weeks ago for the enlargement work. The project, it is estimated, will cost \$265,000, to be paid out of water revenues. The enlargement will be completed within six months, according to H. A. Van Norman, general manager and chief engineer of the Bureau of Water Works and Supply.

As other means of increasing storage basin capacity, the Bureau is proceeding with plans for increasing the capacity of the Chatsworth reservoir. If a high dam is selected, the capacity of the reservoir will be in-

Plans for increasing the storage capacity of reservoirs near Los Angeles are going ahead rapidly. Work has been started on the enlargement of the Lower San Fernando reservoir, the project to cost \$265,000. The capacity of Chatsworth reservoir will be substantially increased. The Palisades reservoir, recently completed at a cost of \$140,000, officially has been put into service. It has a capacity of 7,000,000 gallons.

creased from 9000 to 40,000 acre-feet. Plans for work on this dam, however, are still in a preliminary stage.

Engineers estimate that the total storage need in close proximity to Los Angeles is about 60,000 acre-feet. If Chatsworth enlargement is carried through to bring an increase to 40,000 acre-feet, this added to the Lower San Fernando increase will give the city approximately 35,000 acre-feet additional to the nearby storage basins.

The Palisades Reservoir, completed at a cost of \$140,000, was officially put into service November 20. With a capacity of 7,000,000 gallons, this Westgate area stretching from Westgate to the Palisades. It is both a regulating and a storage reservoir. Water flows into it from Stone Canyon reservoir. The Palisades Reservoir is located in Rustic Canyon, and required eight months to build.

25,000 TREES PLANTED IN S. F. BAY REGION

More than 25,000 trees were planted throughout the five San Francisco bay counties on Arbor Day, Luther Burbank's birthday. Clarence F. Pratt, president of the Outdoor Christmas Tree Association, was one of the sponsors of the Arbor Day plans. Mrs. Luther Burbank, widow of the famed plant wizard, was honorary president of the day. Every school in Marin County planted a tree, Mrs. Marguerite Roberts, Marin chairman of Arbor Day, announced, and a pretentious program was arranged by the San Quentin P.-T. A. with a tree-planting on the schools grounds under Mrs. Roberts' direction. Special programs were arranged for San Francisco schools by the Board of Education.

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AS OFFICIAL organ of two great organizations of municipal executives, the LEAGUE OF CALIFORNIA MUNICIPALITIES and the LEAGUE OF OREGON CITIES—with our thousands of readers in the eleven Far Western States, PACIFIC MUNICIPALITIES is part of the municipal family. Due to this official position, advantages and privileges accrue to our advertisers that no other magazine can hope to offer.

Each city hall is our office and our headquarters. The door of every municipal building is open to us as a matter of course.

The manager of PACIFIC MUNICIPALITIES sits with the Board of Directors of the League. The representatives of the publication represent the officers of the two great Leagues wherever they may be.

PACIFIC MUNICIPALITIES represents an active, integral part of the municipal life of the Far Western States.

We are part of the family.

PACIFIC MUNICIPALITIES

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LEAGUE OF CALIFORNIA MUNICIPALITIES—LEAGUE OF OREGON CITIES

We Reach All the Buyers

THE PORT

By RALPH

President, Board of Port Comm.



port of call for vessels of the seven seas. That the improvement program was well planned and carried out is evidenced by the increased shipping of this port and its designation as a U. S. customs port of entry.

Admirably Located

Geographically the Port of Oakland always has been admirably located for the handling of commerce, for it is on the continental side of San Francisco Bay and man's enterprise has made it the terminus of three transcontinental railroads. In like manner it is the converging point for the truck and river commerce of the rich back country in the fertile San Joaquin and Sacramento valleys.

Inadequate depth of the harbor and the lack of proper facilities, however, hindered port development for many years, until finally the city undertook the work of improving this condition with the aid of the Federal Government.

Harbor Dredged

Over a period of years the Oakland harbor has been dredged until today ocean-going vessels regularly berth at the modern piers which have been constructed in its inner and outer harbors. Direct connection with the railroads is provided by shipside tracks,

and paved roads link the pier transit sheds with state highways.

Fortunate in having choice industrial sites adjacent to its terminal facilities, the Port of Oakland last year leased warehouses in the rear of the outer harbor terminal to two of the world's largest packing concerns, who thus were able to prepare their export shipments a few hundred yards from the berthing space of the vessels which carry their products over the seven seas.

Caring for Airway Commerce

While this program for the benefit of ocean-going carriers was being carried out, a new need arose, namely, that of providing for the commercial carriers of the airways, and in this fashion a new type of terminal facility, the airport, came into being as an integral part of the city's harbor.

After two years of intensive development, the Oakland Airport is now internationally noted for its excellence of plan and management. Huge hangars have been built, direct rail connection to the airport has been established, a channel sixteen feet deep has been dredged from the flying field to deep water, and the field boasts its own de luxe hotel and restaurant. Speed boats and amphibians link the airport with other San Francisco Bay cities.

WAITING for ships that never come in may prove profitable to writers of popular ballads, but for seaboard municipalities such a course of inaction would be far from productive of the results generally expected from civic enterprise.

Many years ago the city of Oakland became aware that its harbor was not amply equipped to realize fully on its possibilities as a commercial center. Ships shunned this port for those which were better prepared to care for them. Consideration of this fact led the city government of years ago to undertake a corrective program of harbor improvement which would make the Port of Oakland a desirable



Outer Harbor Terminal. Warehouses A and B (right to left) immediately in rear of pier transit shed. At extreme left are the pile drivers at work on the extension of the wharf substructure.



Site of Ninth Avenue Pier in Brooklyn Basin pier site. Lake Merritt is in background.

AERIAL VIEWS

OAKLAND

SHIER

City of Oakland, California

Oakland Airport is the western terminus of the transcontinental air mail route, the central division point of the coastal air mail route and the northern terminus of the "model airway" to Los Angeles, which was established under the direction of the Daniel Guggenheim Fund for the Promotion of Aeronautics. A score of smaller operators render charter, taxiplane and student instruction service. Located here also are the central station of the Pacific Coast airway weather reporting bureaus and the airways radio station of the United States Department of Commerce. At the present time a government airways radio beacon is being installed at Oakland. This field also is the headquarters of the western supervisor of the Department of Commerce aeronautics branch inspection service and the base of a Naval Reserve aircraft unit.

Airport Area

The entire airport has an area of 845 acres. Of this, 260 acres have been developed for actual flying purposes, a tract of approximately 135 acres lying between the Southern Pacific tracks and the bay is reserved for industrial development, and the balance of the land is now being brought to grade.

The Boeing Air Transport Company holds an option to lease ten acres

of land in the industrial section. If this option is exercised within the next year, this concern has agreed to erect \$100,000 worth of buildings during its first year of tenancy.

The Boeing System, the collective name under which Boeing Air Transport, Pacific Air Transport and the Boeing School of Aeronautics operate, now occupies Hangar No. 5, which is generally regarded as one of the nation's finest examples of a combination hangar and administration building. The hangar proper is 300 feet long and 120 feet wide, with an adjoining two-story structure thirty feet wide and 300 feet long, which houses the executive offices, waiting rooms, shops, lecture rooms and laboratories of the Boeing System. Like all of the hangars at Oakland Airport, this structure is built of steel and concrete.

Hangars

In the west half of Hangar No. 4, which is likewise 120 feet by 300 feet, with a twenty-foot lean-to, is the public repair shop operated by the Boeing System. This shop is equipped to make major and minor repairs to all types of planes and motors.

Western Air Express, which operates a twice-daily service between Oakland and Los Angeles, houses its planes in the east half of Hangar

No. 1. The west half of this hangar is occupied by the Curtiss-Wright Flying Service. This hangar and Hangar No. 2 each measure 90 feet by 200 feet. Hangar No. 3 has the same length, but its width is 120 feet.

The other structures at the airport are: The administration building, which houses airport and Federal Government personnel; the restaurant, where 185 persons may be accommodated simultaneously, and the Inn, which has 37 rooms with bath accommodations.

82,316 Airplane Landings

During the year 1929, 82,316 airplane landings were recorded at the Oakland Airport, 52,900 passengers were carried, and 13,009 student flights were made. These figures represent gains of 15,316 airplane landings, 12,209 passengers and 4,712 student flights over the year 1928.

So much for the Oakland Airport, which is only one unit of this city's harbor, although it is without doubt the most spectacular of all the facilities.

Space will not permit a description of all Port of Oakland piers, but two of the projects now under way are deserving of mention in some detail. These are the development of a for-



also the Producers Terminal adjacent to the water in the background.

LAND HARBOR



Photos Copyright 1930, Clyde Sunderland Studios, Oakland, California, Courtesy, "Pacific Purchaser"

Showing width of Inner Harbor, Oakland on the right and Alameda on the left. At the bend in the estuary (near gas storage tanks) may be seen the Grove and Market Street Municipal Piers.

eign shipping center at the outer harbor terminal and the construction of the new Ninth Avenue pier in Brooklyn Basin in the inner harbor.

Warehouses

Following the completion of warehouses "A" and "B" in the rear of the outer harbor terminal last fall, they were respectively occupied by Rosenberg Bros. & Co. and Libby, McNeill & Libby. In coming to Oakland these two concerns, which were awarded warehouse leases through public bidding, agreed to make this port their principal shipping point in California, and each guaranteed to ship a mini-

started over the outer harbor terminal pier, fourteen foreign steamship lines, seven coastwise carriers and eight intercoastal lines have applied for berthing space there. Other shippers, too, are now routing their goods via the outer harbor terminal, because of the excellent boat service obtainable. The tonnage nucleus of the two large packing concerns has been largely responsible for the increased traffic on the western waterfront.

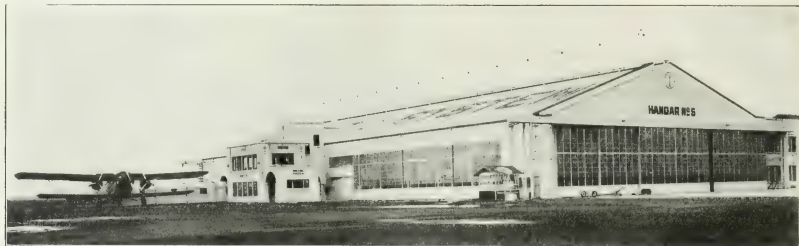
Storage Facilities

So great has been the shipping growth at this terminal, it has become necessary to increase the berthing and

\$1,000,000 pier is under construction at the foot of Ninth Avenue, in Brooklyn Basin. Preliminary bearing tests have been completed, as has the dredging and filling of portions of the pier site, and workmen are now driving piles for the pier substructure.

Shipside Tracks

The plans call for a total berthing space of 1510 feet at this pier, which will have a width of 24 feet. There will be double shipside tracks along the water side of the pier and triple tracks with adequate cross-covers in the rear of the pier to provide for handling cargo between cars and the



Hangar No. 5 at the Oakland Municipal Airport with Boeing 18-passenger transport in front.

imum of 50,000 tons of cargo annually over Port of Oakland piers. It is fully expected, however, that the combined export shipments of these two firms will be considerably more than 200,000 tons per year.

The warehouses which they occupy are of fireproof construction throughout and are adequately served by spur tracks and truck thoroughfares. Warehouse "A" has a frontage of 517 feet and a depth of 322 feet and warehouse "B" has a frontage of 522 feet and a depth of 717 feet.

Berthing Space in Demand

Since the Rosenberg Bros. and Libby, McNeill & Libby shipments

storage facilities. The original wharf was 1021 feet long and 224 feet wide. The first transit shed erected is 503 feet long and 180 feet wide. This, however, proved to be inadequate to the anticipated future needs of shippers, and at the present time the wharf substructure is being extended 500 feet and a second steel and concrete transit shed, measuring 720 feet by 180 feet, is under construction.

\$1,000,000 Pier

With the above summary, the account of the development of the outer harbor closes, and consideration is given to the inner harbor, where a new

transit shed or vessels in the most expeditious manner.

This development work and also the administration and operation of the Port of Oakland is under the direction of the Board of Port Commissioners. The five members of this body serve without pay and are appointed by the Commissioner of Public Works. Present members of the board are: R. A. Leet, Dr. George C. Pardee, Ben H. Pendleton, Sherwood Swan and Ralph T. Fisher. In immediate charge of the workings of the Port of Oakland is G. B. Hegardt, port manager and chief engineer. His assistant is Arthur H. Abel.



Photos Copyright 1939, Clyde Sunderland Studios, Oakland, California; Courtesy, "Pacific Purchaser"

Left to right, Oakland Airport Inn Restaurant and Administration Building. The towers on the Administration Building are used by the Weather Bureau upper air observances and the Airport superintendent for checking airplane traffic.

Age-Old Inca Post Road

Proves Moisture-resistance of Asphalt

CENTURIES ago, the Incas constructed a 2000 mile post road from Quito, Ecuador, to Cuzco, in Southern Peru. Most of it was more than two miles above sea level, along the lofty peaks of the Andes.

Cutting through rock . . . bridging swift rivers . . . crossing deep ravines over solid "fills" . . . scaling cliffs by means of stairways . . . the road is a marvel of highway engineering.

To insure its permanence against tropic rain and mountain snow, the Incas built some parts of their road of rocks set in asphalt and other parts of a substance much like asphaltic macadam.

Effectively sealed by the moisture-resistance of Asphalt many sections of this famous road still exist after centuries of use and further centuries of neglect.

Now Protects Highways

Modern engineers specify UNION D Grade Asphalt for western highway construction. They know that its moisture resistance will protect the subgrade from undermining by water. They know that as-



phaltic pavements are adapted to modern traffic conditions by these further advantages:

1. They absorb expansion and contraction . . . a protection against surface buckling.
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4. They are easily replaced after being cut into for water mains, etc.
5. They are noiseless, dustless, and easily cleaned.
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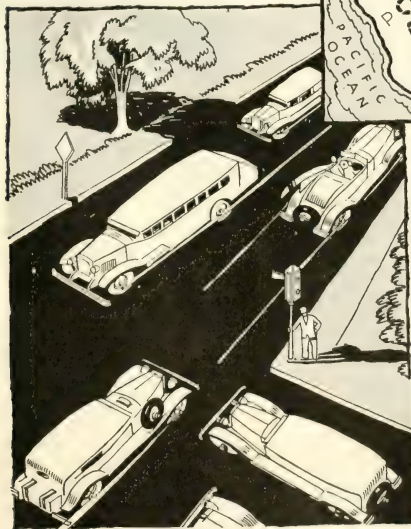
Communicate with the Asphaltic Division, Union Oil Company, Los Angeles, or the nearest Union Distributing Station for complete details concerning Union D Grade, the superior, "moisture proof," asphalt.

UNION D GRADE



ASPHALT

UNION OIL COMPANY



The advertiser will be pleased if you mention Pacific Municipalities

Southern California Association of City Clerks, Auditors, Assessors and Treasurers

At Alhambra, Saturday, March 15, 1930

By RUTH E. MEILANDT, *Secretary-Treasurer*

SECRETARY



RUTH E. MEILANDT

ABOUT one hundred forty members of the Southern California Association of Clerks, Auditors, Assessors and Treasurers braved the rain, hail and sleet to attend the regular bi-monthly meeting at Alhambra on March 15 last. As honor was to be paid the memory of St. Patrick, the weather was made to order, and representatives of thirty-one cities assembled at the B. P. O. E. No. 1328 Hall, where a sumptuous luncheon arranged by Mrs. Evelyn T. Caulk, city treasurer, and R. B. Wallace, city clerk, was served. The tables were decorated with "green" carnations (believe it or not) and other beautiful spring flowers. Attractive lithographed programs, furnished through the courtesy of Neuner Corporation, outlining the events of the day, were found at each place. The Firemen's Orchestra furnished excellent music during the first part of the meeting.

Through the kindness of John Steven McGroarty, a delightful program of singing and dancing was given by the Spanish Mission Players.

President J. Oliver Brison then presented R. B. Wallace, city clerk of Alhambra, who in turn introduced Judge H. S. Farrell as the toastmaster. He first called upon His Honor, Chris Campbell, president of the City Commission of Alhambra, for the address of welcome.

In response to Mr. Campbell's welcome, Victor D. McCarthy, also Irish,

THE unqualified success of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers is due, in great measure, to the tireless efforts of its capable and popular president, J. Oliver Brison, City Clerk of Long Beach. So remarkable has been the growth in membership of the southern association under the leadership of Mr. Brison other communities throughout the Pacific Coast states are taking his organization as a model after which to pattern similar associations.

Coming to California less than a decade ago, Mr. Brison selected Long Beach as his home city. He plunged immediately into municipal work and has kept everlastingly at it. Having acted as publicity secretary for the Long Beach Chamber of Commerce for a year and a half, Mr. Brison put that delightful city on the map to stay. Long Beach voters, recognizing Mr. Brison's deep interest in municipal affairs, chose him for their city clerk. Is it any wonder the Southern California association, which is sponsored by the League of California Municipalities, selected him as their president?

During and following the war Mr. Brison was field director of the War Camp Community Service and spent five years covering his assigned territory between New York and Florida, with headquarters in New York.

For five years prior to that he was assistant city circulator of the Kansas City Star.

Aside from his numerous municipal activities, Mr. Brison finds time to be prominently identified with the religious, fraternal and civic side of Long Beach life.—The Editor.

PRESIDENT



J. OLIVER BRISON
City Clerk, Long Beach

and the city clerk and chief of police and everything else of the little city of El Segundo, acknowledged the cordial remarks with appreciation on behalf of the Association, in a very clever and as usual, witty manner. In closing he invited the Association to hold its next meeting in El Segundo.

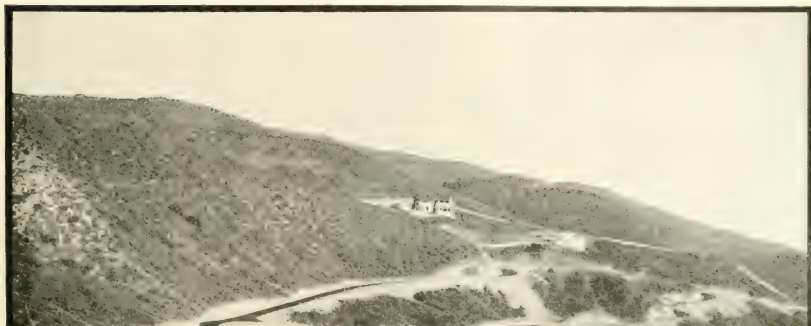
Business Session

The gavel was handed back to our genial president, J. Oliver Brison of Long Beach, to conduct the business session. Mr. Brison commented upon the very excellent arrangements for the meeting, expressing his appreciation to those who had given of their time to make it possible. A brief verbal report of the condition of the treasury of the association was made by the secretary, and she requested that those cities which had not paid the 1930 dues, take care of the matter as soon as possible.

Mr. Brison reminded the members of the invitation which was extended

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Smooth, dark, glare-free—blending right into any outdoor picture—this pavement adds to the attractiveness and value of the homes it borders.

And Non-Skid Asphaltic Concrete that's also safe for quick stops, sharp turns in any weather—usually costs less to build than other hard-surface pavements—and considerably less to maintain.

Some 230 Western towns and cities have durable Asphaltic Concrete pavement. For more than ten years millions of square feet of it have stood up under constantly increasing traffic with practically no repairs.

Before you pave—investigate Non-Skid Asphaltic Concrete.



STANDARD OIL COMPANY OF CALIFORNIA

The advertiser will be pleased if you mention Pacific Municipalities

by Victor D. McCarthy to hold the next meeting of the association in El Segundo, and upon motion duly made, seconded and unanimously carried, the invitation was gratefully accepted.

Mr. Brison then introduced Professor Emery Olson of the University of Southern California. Mr. Olson gave an outline of the history of the "Short Course," that is, the School of Public Administration which has been held for the last two years at the University of Southern California. He called attention to the fact that all individual memberships would be sold at the rate of \$10 each for the coming Short Course and urgently requested that the cities back the institution in giving as much support as possible. He pointed out the significance and merit of the course stating that unless it is entirely successful this year, it may not be offered again. Therefore, Mr. Olson urged every member present to give utmost cooperation to that end.

Judge R. D. Wickham

Judge Farrell took charge of the meeting again and he presented his friend and fellow city official, City Attorney Romeyn D. Wickham of Alhambra, who delivered an address entitled "Problems of Municipal Government."

At this time Judge Farrell suggested that a little community singing would do no harm, and with the assistance of our song leader, George Wood, controller of Pasadena, "My Wild Irish Rose" was sung as never before. A second verse and version entitled, "My Wild Irish Nose" was then sung for the benefit of our famous Irish city clerk, Victor McCarthy.

Dr. John M. Pfiffner

Next, Judge Farrell presented Dr. John M. Pfiffner of the University of Southern California, who delivered an interesting discourse on "Some Problems of Fiscal Control in Cities." He went into his subject in great detail, stating that fiscal control of a city is a science and should be handled by professional technicians. He discussed the matters of daily control of expenditures, budget control, preaudit, independent audit, and presented his subject in a pertinent manner which was very instructive and interesting to the assembly. It was suggested that his paper be published in full in the next issue of PACIFIC MUNICIPALITIES, as the subject matter contained therein would be of benefit to all city officials.

At the close of Doctor Pfiffner's address, Judge Farrell turned the meeting back to President Brison.

Adjournment

It was called to the attention of the

meeting that City Manager A. E. Stockburger of the host city had been unable to attend the meeting on account of illness. Mr. Stockburger has been most interested in the activities of the association, and it was with keen regret that the announcement was received. A motion was made that flowers be sent to Mr. Stockburger from the Association, assuring him of our wishes for a speedy recovery and expressing our regret that he was unable to meet with us.

Those in attendance at the meeting are listed as follows:

Alhambra—C. V. Ward, city commissioner; Mrs. C. V. Ward, guest; J. H. Coulten, city commissioner; Mrs. J. H. Coulten, guest; R. B. Wallace, city clerk; R. D. Wickham, city attorney; Chris Campbell, president of Commission; H. S. Farrell, police judge; E. Burlingame, city commissioner; Mrs. E. Burlingame, guest; Eva V. Marshall, guest; W. W. Nuzum, commissioner; Mrs. W. W. Nuzum, guest; W. C. Chestnut, deputy auditor; Z. Pearl Gaskell, license clerk; Dorothy V. Davis, stenographer; Anna Connell, bond clerk; Beatrice Dredge, deputy city clerk; Edward D. Nelson, deputy city auditor; Ruby Hartzig, secretary to city manager; Pearl Clafin, secretary, City Planning Commission; Evelyn T. Caulk, city treasurer; Mrs. D. G. Porter, Library Board; Jessie Chambers, deputy city clerk; Dollina McKay, deputy city treasurer; Leon E. Prosser, captain, Fire Department; Ted Kuechler, Fire Department; F. A. Boret, chief of Fire Department; D. W. Drew, California Bank; Joseph R. Jones, Security Bank; R. Fourman, guest; A. J. Stinton, Bank of Italy; G. C. Marshall, Security First National Bank; B. D. Bedford, First National Bank; Mrs. R. D. Wickham, guest; J. S. Frederick, guest; Mrs. J. S. Frederick, guest.

Burbank—W. E. Smith, city treasurer; Mrs. W. E. Smith, guest.

Chino—M. L. Birnie, city clerk; Edwin Rhodes, city treasurer; G. C. Seitel, guest.

Compton—Maude Hécock, city clerk; Daisy Ball, assistant city clerk; H. C. Ball, guest.

El Centro—C. H. H. Small, city treasurer.

El Segundo—Victor D. McCarthy, city clerk; Mrs. Victor D. McCarthy, guest.

Fillmore—C. Arrasmith, city manager; E. M. Hume, chief of police; Mrs. E. M. Hume, guest.

Glendale—Glenn E. Chapman, city clerk; Jack Albers, city engineer; J. W. Charleville, city manager.

Hermosa Beach—S. D. Samson, city treasurer; Mrs. S. D. Samson, guest.

Inglewood—Harry R. Spaulding, city treasurer; Mrs. Harry R. Spaulding, guest.

La Habra—A. C. Earley, city clerk; Mrs. A. C. Earley, guest; Louis Muchow, city treasurer; Mrs. Louis Muchow, guest.

Long Beach—Harry B. Riley, guest; J. Oliver Brison, city clerk; J. G. Spielman, city assessor; Mrs. J. G. Spielman, guest; Mrs. J. Oliver Brison, guest; Cleo Brooks, secretary to city manager; G. L. Buck, city manager.

Lynwood—Alice M. Rutter, city treasurer; Thomas C. Rutter, guest.

Monrovia—Annette Monroe, city treasurer.

Montebello—J. P. Walker, city clerk; William H. Cook, mayor.

Monterey Park—A. W. Langley, city clerk; Mrs. A. W. Langley and son, guests.

Orange—Myrtle E. Bay, city treasurer; Paul E. Clark, city clerk; Cornelia Haag, auditor.

Pasadena—Ruby Wood, guest; Harold P. Huls, city attorney; A. W. Edwards, deputy controller; Alexine Lawrence, audit clerk; George H. Wood, controller; Paul W. Merrill, city director; Bessie Chamberlain, city clerk; Julia L. Sutton, deputy city clerk; B. H. Rhodes, city treasurer; Mrs. B. H. Rhodes, guest.

Redondo Beach—C. C. Mangold, city clerk; Mrs. C. C. Mangold, guest.

San Buenaventura (Ventura)—Ruth E. Meilandt, city clerk.

Southgate—H. C. Peiffer, city clerk; Mrs. H. C. Peiffer, guest; F. W. Munson, city auditor; Mrs. F. W. Munson, guest.

South Pasadena—Nettie A. Hewitt, city clerk; H. W. Huntzinger, city treasurer.

Tujunga—Bertha A. Morgan, city clerk; Joseph W. Forster, building inspector.

Upland—R. G. Manley, city engineer.

Whittier—Dible E. Allen, city clerk.

Special Guests—Emery E. Olson, coordination office, University of Southern California, Los Angeles; Dr. John M. Pfiffner, University of Southern California, Los Angeles; Mrs. J. M. Pfiffner, guest, Los Angeles; Joseph M. Lowry, chief auditor, Controller's Office, Los Angeles; Benton L. Hunter, Bureau of Budget and Efficiency, Los Angeles; John W. Donner, Bureau of Budget and Efficiency, Los Angeles.



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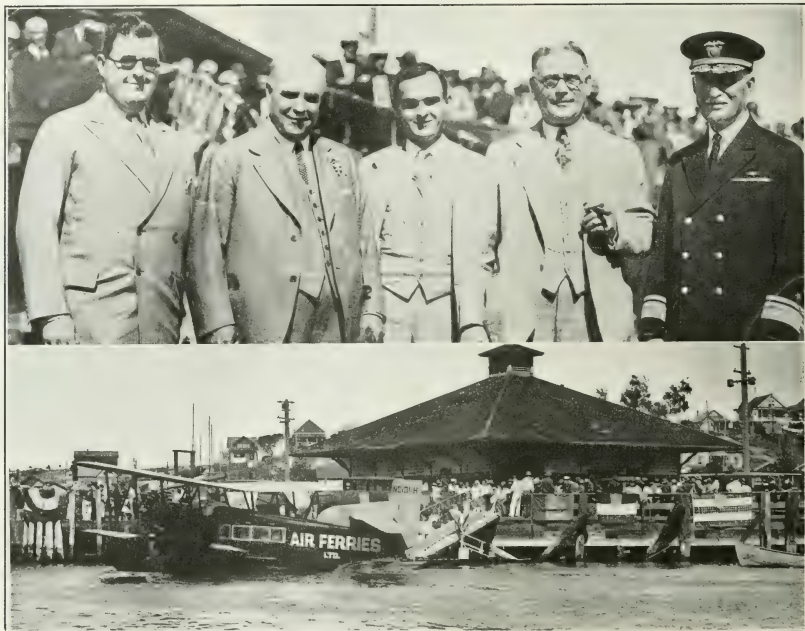
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SAN FRANCISCO AND VALLEJO JOINED BY AIR FERRIES

Inaugurating New Service of the Air Ferries, Ltd., Between San Francisco and Vallejo



Upper picture, left to right: Joseph J. Tynan, Jr., President, Air Ferries, Ltd.; Mayor James Rolph, Jr., of San Francisco; James Rolph III, Director, Air Ferries, Ltd.; Mayor Fred Heegler of Vallejo, and Rear Admiral G. W. Lucas, Commandant of Mare Island.

Lower picture: First amphibian airplane of Air Ferries, Ltd., to arrive in Vallejo from San Francisco.

WITH a big civic celebration at Vallejo in which Mayor James Rolph, Jr., and other San Francisco officials took part, the newest service of Air Ferries, Ltd., was put into operation March 26.

The first scheduled flight between Vallejo and San Francisco carried Mayor Rolph and Mayor Fred Heegler of Vallejo as passengers. It brought the north bay district within fifteen minutes of the Ferry building, or as close as the San Francisco City Hall. In the same plane were James J. Tynan, Jr., president of Air Ferries, Ltd., and James Rolph III, a director of the company, who have been responsible for the introduction of San

Francisco bay's newest and fastest transportation system.

Air Ferries, Ltd., started operation of a fleet of amphibian planes between San Francisco and Oakland on February 1, 1930. By March 30, one day short of two months of operation, 20,000 passengers had been carried across the bay, almost as many as were carried in the same period last year on all of the air transport lines of the United States combined.

Air Ferries, Ltd., now has four planes, and as fast as additional planes are delivered, service will be extended to Sacramento, Stockton, Sausalito, Richmond, Alameda, and San Rafael. Terminal sites in most of these cities already have been secured.

The company was organized by a group of San Francisco bay district leaders who saw the necessity for a practical, rapid means of transportation between the many prosperous communities around San Francisco bay. They saw that while traveling time from San Francisco to Los Angeles, 400 miles apart, shrank to three hours by air two years ago, it still took nearly two hours to reach Vallejo, only twenty-two miles distant.

This was due, of course, to the comparatively long distances of the airports from the centers of the cities. To travel to an airport and take a plane to Vallejo would take as long as the ordinary method of travel.

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MUNICIPAL ASSOCIATIONS

By CHARLES F. RICHARDSON

Secretary-Treasurer, El Cajon, California

SAN DIEGO LEAGUE

THE San Diego County League of Municipalities held its regular meeting, March 7, in the City of Coronado, where dinner was served at 6:30 p. m. in the Country Club House. After the dinner the meeting was called to order. Fifty-nine representatives from seven cities responded. The mayor of Coronado, Major-General Pendleton, on being introduced by President F. B. Andrews of the League, introduced the entertainment features of the program—musical and poetical.

Clyde C. Kennedy, consulting sanitary and hydraulic engineer of San Francisco, gave us a most interesting and educational address, illustrated with slides, on "The Purposes and Processes of Sewage Treatment."

The city of La Mesa, through Mayor George Sheldon, extended an

EDITOR'S NOTE—Owing to the importance of the paper, "The Purposes and Processes of Sewage Treatment," delivered by Mr. Clyde C. Kennedy, Consulting Sanitary and Hydraulic Engineer of San Francisco, before the San Diego County League of Municipalities, PACIFIC MUNICIPALITIES will publish it in full in a forthcoming issue.

invitation for the next meeting, which was accepted.

The San Diego County League of Municipalities was organized October 6, 1922, and comprises all the incorporated cities of the county, its membership including all city officials of the cities interested. Meetings are held in turn, in each city, the first Friday of each month with dinner at 6:30 p. m., as preliminary to the program. The host city provides the dinner and the entertainment features.

Our present officers are:

President—F. B. Andrews, attorney, Chula Vista.

Vice-President—Robert Gregory, Street Superintendent, San Diego.

Secretary-Treasurer—Charles F. Richardson, City Clerk, El Cajon.

Our meetings have been most helpful, enlightening and instructive in municipal affairs.

STATE PURCHASING AGENTS

THE State, County and Municipal Purchasing Agents Association of California held its annual convention in Bakersfield, March 27-29. Members of the association from all parts of the state attended the convention.

After an informal meeting on the opening day of the convention the delegates were taken for a visit to the Kern County Hospital, one of the first points of interest on the itinerary mapped out for them while guests of Kern County.

In between sessions the purchasing agents made trips to the Kern County oil fields and viewed a cotton gin in operation at Button Willows.

Speakers at the convention and their subjects were:

"The Use of Prison-made Products by the State and Its Political Subdivisions," John M. Pierce, Economist Research Department of the California Taxpayers' Association; "Automotive Lubrication," H. T. Ramsay, Automotive Engineer, Standard Oil Company of California; "The Restoration of Public Records," G. T. Conner, Preserver and Restorer of Old Records; "National Association Activities of Public Buyers," Leonard S. Leavy, Purchasing Agent, City and County of San Francisco; "Standardization and Simplification," George M. Richardson, Purchasing Engineer, Southern California Edison Company; "The Story of the Tire," W. J. Lee, Development Department, Goodyear Tire and Rubber Company of California; "Building Industrial Payrolls in California," Charles S. Knight, Director, Industrial Department, California State Chamber of Commerce.

The social side of the convention included a dinner, smoker and annual banquet at the El Tejon Hotel, Bakersfield, and a gold tournament at the Stockdale Country Club.

At the close of the convention, the following officers were chosen for the ensuing year:

President—H. L. Hall, Purchasing Agent, County of Sonoma.

Vice-President—J. Reed Schaeffer, Purchasing Agent, County of Fresno.

Secretary and Treasurer—A. A. Horton, Purchasing Agent, County of Santa Cruz.

Members of the association who attended the convention were:

Bakersfield—W. M. Wiley.

Berkeley—H. L. Davison.

Burlingame—F. A. Bloom.

El Centro—J. G. Scott.

Fresno—J. R. Schaeffer.

Glendale—F. E. Dickson.

Hanford—Arthur G. Meldrum.

Los Angeles—R. G. Burgess,

Grant Goodale, H. E. Russell.

Martinez—J. H. Morrow.

Oakland—H. W. Bridgman, Mel

Tobriner, John M. Sabin, Jr.

Oroville—F. W. Boyle.

Pasadena—I. G. Cooley.

Redwood City—E. H. Werder.

Sacramento—George Vice, L. R.

Smith, J. F. Misphey, G. H. Brudi-

gan.

Salinas—I. B. Cornett.

San Bernardino—R. E. Young.

San Diego—Albert V. Goedel.

San Francisco—Leonard S. Leavy,

W. A. Knapp, L. E. Hobart.

San Jose—Sam B. Lowe.

San Rafael—Frank L. Brown.

Santa Cruz—A. A. Horton.

Santa Rosa—H. L. Hall.

Stockton—Van L. Shaljian, W. Y.

Tretheway.

Susanville—E. F. Koken.

Visalia—Norman C. Wolff.

Woodland—George H. Hopping.

Representatives from Purchasing

Agents' Association of Northern

California:

Oakland—F. R. Lloyd.

San Francisco—C. W. Whitney.

Representatives from Purchasing

Agents' Association of Los Angeles:

Arthur Baker, Henry W. Bruce,

H. W. Christensen, E. A. Fernholtz,

Jack Harts.

SOUTH SAN JOAQUIN VALLEY

By H. S. FOSTER

Secretary

Kingsburg, Calif., March 24, 1930.

THE League of Municipalities of the South San Joaquin Valley met in regular session on the day above written in the First Methodist Church, in the city of Kingsburg, at the hour of 7 p. m.

Mayor R. A. Catlin of Kingsburg presided at the dinner, which was served in the banquet room of the church, and in-

duced those who took part in the entertainment program.

J. J. Coghlan, City Attorney of Madera and Chowchilla, reported on the matter of a law recently enacted requiring that all vehicles used by officers in making arrests for traffic violations shall be painted white. He explained said law in detail, stated that he did not believe said law constitutional, and cited a number of cases now before the courts to determine the constitutionality of said law.

Vice-President Warburton stated that

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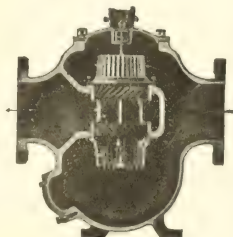
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701 East Third Street



TRIDENT CREST

the League would now proceed to elect a president and vice-president.

Mr. Pardee nominated Andrew Erickson for president.

Mr. Erickson declined the office because of other business.

Mr. Wallace nominated R. A. Catlin of Kingsburg. Mr. Hollins seconded the nomination.

On motion of Mr. Pardee, seconded by Mr. Glass, duly carried, the nominations were closed and the secretary was instructed to cast the unanimous vote of the League for R. A. Catlin as president.

Mr. Catlin, in a few well-chosen words, thanked the members of the League for the honor conferred upon him and proceeded with the election of a vice-president.

Mr. Trabing nominated Dr. R. A. Groshong of Selma as vice-president.

On motion of Mr. Pardee, seconded by Mr. Glass, duly carried, the nominations were closed and the secretary was instructed to cast the unanimous ballot of the League for Dr. R. A. Groshong for vice-president.

Mr. Groshong responded with a few remarks, thanking the members for selecting him as vice-president.

The place and time for the next regular meeting then came up for discussion.

It was suggested that many of the cities of the valley held their regular meetings on Monday evening, and that if the meeting night was changed a better attendance would be had.

On motion of Mr. Glass, seconded by Mr. Trabing, duly carried, it was resolved that the regular meetings of the League be held on the second Tuesday of the month in which the quarterly meetings are held.

Mayor Luther Jones of Selma extended an invitation to the League to hold the next regular meeting in that city.

On motion of Mr. Schaffer, seconded by Mr. Glass, duly carried, it was resolved that the invitation be accepted and the next regular meeting be held in the city of Selma on the second Tuesday in June, 1930.

The matter of the stabilization of the raisin industry came up for discussion, the principal speakers on the subject being Mr. Trabing and Mr. Glass.

On motion of Mr. Trabing, seconded by Mr. Glass, duly carried:

"It is resolved that this League does hereby go on record as endorsing the plan proposed by C. C. Teague, of the Federal Farm Board, for the stabilization of the raisin industry, and does hereby recommend that the various city officials of the South San Joaquin Valley urge the growers in their various localities to sign the contracts prepared by the said Farm Board."

Passed by unanimous vote.

On motion of Mr. Hollins, seconded by Mr. Bowman, it was resolved that the secretary send a letter to Andrew M. Jensen, past president of the League, expressing the regrets of the members over his resignation and the thanks of the League for his past services. Said motion was passed unanimously.

President Catlin then introduced George H. Allen, managing editor of *Pacific Municipalities*, the official publication of the State League.

Mr. Allen gave a short talk on the aims and purposes of said magazine.

President Catlin then introduced William J. Locke, secretary-manager of the League of California Municipalities.

Mr. Locke expressed his pleasure at meeting the members of the League and stated that he had resigned his position as City Attorney of Alameda and was devoting his entire time to the work of the League. He explained that he was devoting part of his time contacting members of the various affiliated leagues and associations connected with the State League and watching proposed legislation.

Mr. Locke gave a wonderful address, during which he touched on the following

subjects of interest to city officials: Milk Regulation, Extermination of the Fly, Dilapidated Buildings, Gasoline Tax, Liability Insurance, Partisan Politics. He also called attention to the excellent work which was being done by various public officials throughout the state and stated that public business was the most important of all business.

President Catlin, on behalf of the League, thanked Mr. Allen and Mr. Locke for their presence and their interesting talks.

SOUTHERN CALIFORNIA WATER DISTRICT ASSOCIATION

By J. W. CHARLEVILLE
City Manager, City of Glendale



evening of March 27, with some forty cities represented.

Mayor Paul Schwab of Beverly Hills, called the meeting to order. He outlined the purposes of the meeting and, after a brief welcome, he introduced the mayors and guests. The meeting was then turned over to Mayor C. E. Kimlin of Glendale.

Mr. Fox presented the constitution and by-laws, which were adopted by unanimous vote, and Mr. Lapsley then submitted a report recommending the names of those who were to serve on the executive committee and to act as officers of the organization. The report as adopted recommended the following who were placed into office:

President—Mayor C. E. Kimlin, Glendale.

First Vice-President—W. J. Sanborn, President, Los Angeles City Council.

Second Vice-President—Mayor Joseph S. Long, Riverside.

Third Vice-President—Mayor Cris Campbell, Alhambra.

Fourth Vice-President—Mayor Herman Michel, Santa Monica.

Secretary-Treasurer—City Manager J. W. Charville, Glendale.

After installation of officers, a musical and speaking program was rendered. Music for the occasion was furnished by the Beverly Hills orchestra. The speakers and their subjects were: Mayor John C. Porter, Los Angeles, "Colorado River Development from a City's Standpoint"; W. P. Whitsett, chairman, Metropolitan Water District, "Colorado River Development from the District's Viewpoint"; Hon. W. J. Carr, chairman, State Railroad Commission, "Colorado River Development from the State's Viewpoint"; Northcutt Ely, special representative of Secretary of the Interior Wilbur, Washington, D. C., "Colorado River from the National, State, County and Local Standpoint."

SOUTHERN California mayors, councilmen, supervisors, city managers, city engineers and heads of departments interested in the development of the Colorado river, have organized a Metropolitan Water District Advancement Association. The purpose of the organization is to help the Metropolitan Water District and to keep the public informed as to its needs and progress.

The first meeting was held recently in Glendale, at which time a temporary chairman, vice-chairman and secretary-treasurer were named. At that meeting the chairman was authorized to appoint an organization committee, which consisted of W. Turney Fox, attorney for the Bureau of Power and Light of the City of Los Angeles, as chairman; W. O. Harris, member of the Metropolitan Water Board of San Bernardino; J. T. Lapsley, councilman of Burbank; A. E. Stockburger, City Manager of Alhambra; and S. B. Morris, Superintendent of the Water Department, City of Pasadena.

That committee made its report at a meeting held in Beverly Hills the

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EQUIPPED WITH MOST MODERN HEATING
COILS CONGRATULATIONS ON PROGRESS
GLAD TO HELP.

SHELL OIL COMPANY

SHELL ASPHALT

SECRETARY'S PAGE

(Continued from Page 112)

handed down by the supreme court of Washington, January 15, 1930, it was held that an ordinance designed to take effect at some future date, speaks from the time of taking effect and not from the date of passage. (283 Pac. 192.)

Petition for Recall.—In the case of State ex rel Matzdorf vs. Scott, the supreme court of Nevada, on February 28, 1930, held that after a

recall petition had been filed with the city clerk, voters who had signed the petition had no right to withdraw their signatures. (285 Pac. 511.)

In the case of Brown vs. City of Hawthorne, the Cal. App. Court on January 8, 1930, held that the certificate of the clerk that he saw the signatures written on the petition is conclusive of that fact where no contrary evidence is offered, it being presumed that the clerk regularly performed his duty; saying further that the recall law should be liberally construed and the courts cannot

interfere except upon a clear showing that it has been violated. (284 Pac. 254.)

Street Area, Ownership of.—In the case of Rothwell et al. vs. Veail, the supreme court of Kansas on February 8, 1930, held that where a person conveys a lot which abuts on a vacated or abandoned street by lot and block number, then the conveyance includes half of the vacated street. (284 Pac. 359.)

Street Assessment Deficit.—In the case of City of Portland vs. Mima Corporation the supreme court of Oregon, on March 11, 1930, held that under the city charter a property owner did not have the right to appeal from a deficit assessment, his right being limited to an appeal from the original assessment only. (285 Pac. 515.)

Street Improvement Revolving Fund.—In the case of Stanley vs. Jeffries, the supreme court of Montana held, November 29, 1929, that the laws of that state authorizing special improvement district revolving fund to be created by loans from the general fund or the levy of taxes therefor, and permitting special improvement districts to lend money from said revolving fund to pay bonds or warrants, where the district funds are insufficient, did not violate the constitutional prohibition against lending the city's credit. (284 Pac. 134.)

Street Law.—In the case of Rice vs. Hanrahan Co., the Cal. App. Court, on February 15, 1930, held that a notice of improvement was not defective because it failed to state that the work was chargeable upon a district; also that the award of contract was not objectionable because the contractor had some discretion to vary the proportions of sand and rock in order to fill voids; also that the specifications and contract were not defective because some discretion was left to the engineer regarding the implements to be used and the material to cover the pavement; also that the notice of award of contract was not sufficient because it omitted to name one of the streets to be improved. (285 Pac. 414.)

In the case of Los Angeles vs. Oliver, the Cal. App. Court held that charter provisions prevail over a

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general improvement law. (283 Pac. 298.)

The Berkeley City Council has appointed William A. Porter, auditor, to the council to fill the vacancy caused by the resignation of Mayor Thomas E. Caldecott. Mayor Caldecott succeeded former Mayor M. B. Driver, who resigned to become sheriff of Alameda County.

Zoning Ordinance.—In the case of Berger vs. City of Salem, et al., January 28, 1930, the supreme court of Oregon held that a zoning ordinance enacted after the plaintiff had filed his application to build a filling station for gasoline and oil, and commenced suit against the city, was not invalid or retroactive under the constitution. (284 Pac. 273.)

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of Pacific Municipalities, published monthly at San Francisco, Calif., for April 1, 1930.

State of California, County of San Francisco.

Before me, a Notary Public in and for the State and County aforesaid, personally appeared M. B. Bothwell, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Pacific Municipalities and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Municipal Publishing Co., Ltd., 1095 Market Street, San Francisco.

Editor, George H. Allen, 1095 Market Street, San Francisco.

Managing Editor, George H. Allen, 1095 Market Street, San Francisco.

2. That the names and addresses of all stockholders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities, if any, must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Wm. J. Locke, H. A. Mason, J. R. Bothwell, George H. Allen, Philip P. Levy, J. D. Gibson, all of the above are at 1095 Market Street, San Francisco, Calif.

3. That the known bondholders, mortgages, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities, if any, must be given.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is... (This information is required from daily publications only.)

M. B. BOTHWELL,
Business Manager.

Sworn to and subscribed before me this 4th day of April, 1930.

(Seal)

MATTIE G. STIRLING.

(My commission expires June 14, 1933.)

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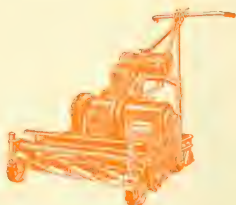
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No. 5



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Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, Calif., under
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MAY, 1930

No. 5

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Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

RECENT COURT DECISIONS OF INTEREST TO MUNICI- PALITIES

(Pacific Coast)

Liability for Deficient Sewer.—On April 9, 1930, in the case of Boyer et ux. vs. City of Tacoma, the Supreme Court of Washington handed down a decision holding that where, on account of being inadequate, a main sewer overflowed into the basement of a private house, the city was liable for damages to the owner. 286 Pac. 659.

Zoning Against Insane Asylums.—On March 10, 1930, in the case of Jones et al. vs. City of Los Angeles et al., the District Court of Appeal handed down a decision holding that although institutions for the insane were subject to zoning regulations, an ordinance restricting them to a densely populated district, while excluding them from a sparsely populated district, was oppressive, discriminatory, and void. 286 Pac. 161.

Personal Judgment for Sidewalk Repairs.—On March 11, 1930, in the case of City of Marysville vs. Freeman et al., the District Court of Appeal handed down a decision holding that a city was not entitled to a personal judgment against a property owner for the expense of repairing a sidewalk in front of his property, where the city, pursuant to an ordinance, had let a contract for the work after the property owner had been notified and had failed to make the repairs. 285 Pac. 1051.

Excessive Street Assessments.—On March 28, 1930, in the case of Mitchell vs. Board of Trustees of the City of Woodland, et al., the District Court of Appeal handed down a decision holding that the court will not presume that the cost

of certain street improvements will exceed the value of the abutting property or be confiscatory, where the trustees passed on the protests and there was no showing of fraud or lack of jurisdiction. 285 Pac. 865.

Taxation of Possessory Interest.—On February 27, 1930, in the case of Hammond Lumber Co. vs. Los Angeles County, the District Court of Appeal handed down a decision holding that where land is leased from the state or municipality, the reversion is exempt, but the usufructuary interest, that is the right of using or enjoying the fruits or profits of the estate, is subject to taxation. 285 Pac. 896.

Damages from Change of Grade.—On March 18, 1930, in the case of Wilson vs. City of Portland, the Supreme Court of Oregon handed down a decision holding that the city was not liable to property owners for consequential damages resulting from grading the street. 285 Pac. 1030.

Licenses.—In the case of Peterson Baking Co. vs. City of Fremont, the supreme court of Nebraska held that an "itinerant vender" does not include a wholesale baker selling and distributing bread to regular retail customers. (228 N. W. 256.)

President Whitnall to Visit Cities

President Gordon Whitnall is planning to make an official visit to northern California cities during the month of July. After attending a convention in Denver he will go through to Portland, thence returning by automobile over the Redwood Highway to San Francisco, following which he will take in the cities of the Sacramento Valley.

As soon as his itinerary has been definitely settled arrangements will be made for having him address meetings in the principal cities along the route.

President Whitnall is an able and pleasing talker. He "knows his stuff" and is recognized throughout the country as one of the leading authorities on city planning and municipal government generally.

Defective Sidewalk.—In the case of Commissioners of Baltimore vs. Collins, the supreme court of Maryland held that a municipality is liable for injuries resulting from a defective sidewalk where the defect existed long enough to warrant an imputation of notice. (148 Atl. 242.)

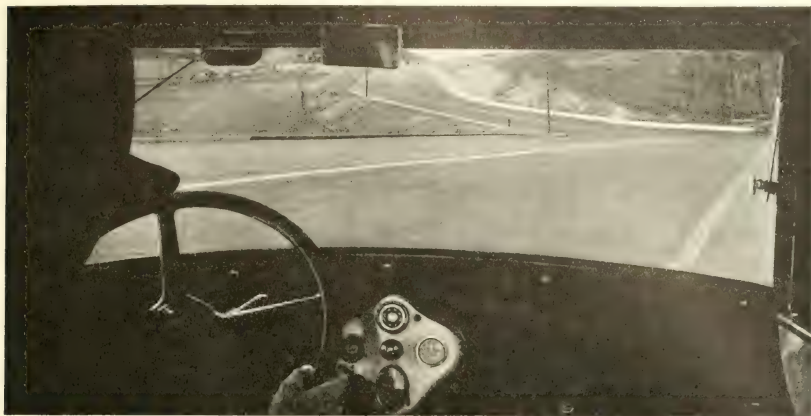
Railroads in Cities.—In the case of Illinois C. R. Co. vs. City of Mayfield, the U. S. Circuit Court of Appeals for Kentucky held that if a city ordinance prohibiting the switching of trains on principal streets was intended to and did promote public safety, convenience and welfare, the court could not interfere (35 Fed. 808.)

Street Law

St. 1927, p. 1146, § 8, amending the Street Opening Act 1903, § 10, changing the date as of which value of property taken for public purposes was to be ascertained, related merely to procedure which it was within power of Legislature to make applicable to pending actions.

Legislature may change rules of procedure or remedies, and such changes may be made applicable to pending actions, provided that under the guise of a mere change of procedure or substitution of remedy vested rights are not destroyed or obligations of con-

(Turn to Page 174)



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NEW FAST CARS?**

SAFETY — *when
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Take the road with any high-compression car—and you're out to *get* someplace! Your rear wheels will stay where they belong—you'll be safer at any speed—in any weather on Non-Skid Asphaltic Concrete.

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A Non-Skid surfacing on new construction or old is built to last and does not wear off under heavy traffic. In addition, you get all of Asphaltic Concrete's durability and low maintenance cost—proven for ten, fifteen, twenty years—and more—in over sixty-five Pacific West communities.



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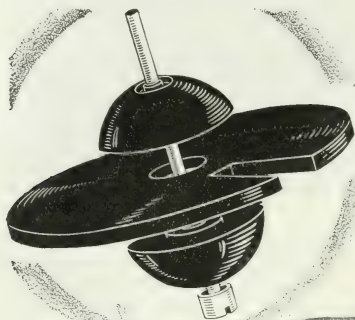
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INSIDE INFORMATION

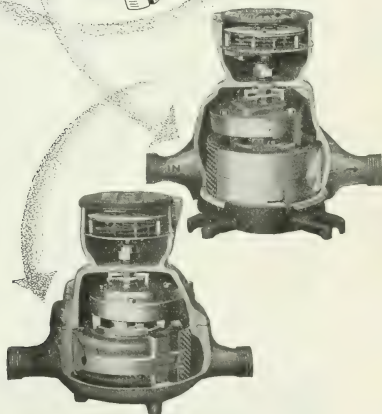


The Three Part Disc

ANOTHER feature of Arctic and Tropic Meters is the three part hard rubber disc. It is so constructed that the individual parts may be replaced without the expense of renewing the entire disc.

It is also possible, in event of wear on the balls or in the ball seats, to take out the "play" by simply reversing the half balls or by shimming them with thin layers of suitable material.

This three part construction also permits a more thorough vulcanization of the rubber than is possible in a solid one piece disc.



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(Series No. 15)

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LAS VEGAS, NEV.



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Charity Agent
BERKELEY, CALIF.



DONALD M. BAKER
Pres. City Plan. Com.
LOS ANGELES, CALIF.

Nelson Andrew Eckart

NELSON A. ECKART, named by the Board of Public Works of San Francisco, as general manager of the San Francisco Water Department, newly created to handle the Spring Valley water properties recently acquired by the city at a price of approximately \$40,000,000, comes well equipped in education, training and experience in executive positions, to take on this work. His appointment to his present position is, in a way, a promotion from that of Chief Assistant Engineer on the Hetch Hetchy project, in which he served for ten years under City Engineer M. M. O'Shaughnessy.

For seven years prior to that, Mr. Eckart served in the City Engineer's department, having entered the city's service in 1913 to take charge, under the direction of Chief O'Shaughnessy, of the construction of the extensions to the Municipal Railway system to serve the Panama-Pacific International Exposition. These railways, for which \$3,500,000 in bonds were voted, were constructed in record-breaking time, and within the estimates of cost. The success of that work was due to careful scheduling by Mr. Eckart, so as to properly coordinate all of the many contracts calling for delivery of the materials and the equipment, the construction of the tracks and the car barns.

IN 1919, Mr. Eckart left the street railway work and was detailed by Mr. O'Shaughnessy as construction engineer to take general charge of the work in the field of the construction work at Hetch Hetchy, including the completion and operation of the Hetch Hetchy railroad, the O'Shaughnessy dam, and the nineteen-mile tunnel from Early Intake to Priest.

Early in 1921, following the resignation of A. J. Cleary, Mr. Eckart was called to San Francisco as chief assistant engineer. In that capacity he had, under the City Engineer, general charge of all public utility work, covering street railways, electric power and the Hetch Hetchy work, the latter including the Bay crossing pipeline, the Mocassin power plant, the sixteen-mile foothill tunnels and the twenty-eight-mile Coast Range tunnels now under construction.

Nelson A. Eckart was born in Virginia City, Nevada, in December, 1878, where his father, W. R. Eckart, a distinguished engineer, was consultant to the "Bonanza Kings," Flood, Mackey and O'Brien.

His family having moved shortly thereafter to San Francisco, young Eckart received his education in the San Francisco schools. He attended the old South Cosmopolitan, the Lincoln Grammar and the Lowell High Schools. He went to the State University at Berkeley, from which he graduated in 1899 with the degree of Bachelor of Science in mechanical and electrical engineering. At the University Eckart took an active part in student affairs, having been a member of the Delta Kappa Epsilon fraternity, Theta Nu Epsilon and Skull and Keys, and manager of the varsity baseball team.

UPON leaving the University, Mr. Eckart entered the Union Iron Works as an apprentice, working ten hours a day at 10 cents an hour, but at the same time gained much practical experience in machine shop work as well as valuable understanding of the workman's point of view toward industry.

In 1900 he left the Iron Works to go with the Standard Electric Company as resident engineer on the construction of a 10,000 k.w. hydro-electric plant, the first to transmit electric energy at 60,000 volts to San Francisco. After spending three years on that work, he went east to the Westinghouse Electric & Manufacturing Company, where he spent a year familiarizing himself with the manufacture and design of electrical equipment. Subsequently, Mr. Eckart was assistant engineer to the California State Board of Prison Directors, in charge of improvements at San Quentin and Folsom prisons, and also deputy state engineer on the same work. He resigned to go with the Snow Mountain Water and Power Company in charge of their construction work.

HIS next employment was as resident engineer for the Oso Development Company, in charge of all preliminary work for their proposed Yellow Creek development near Belden, on the Feather River. He was one of the assistant engineers associated with John R. Freeman in the completion of the latter's report on the most available water supply for San Francisco, soon after which he joined the Staff of the City Engineer.

Mr. Eckart is married and the father of three children. He is accustomed to an active outdoor life, and finds recreation in a round or two of golf over the week-ends.



NELSON A. ECKART

General Manager, San Francisco Water Department

Long Beach

COÖRDINATED RECREATION PLAN

A Great Success

By DAVID RAY ARNOLD

Assistant Director, Municipal Recreation



Long Beach, where sun and sea and sand make healthy children! Left: Children's Play Area, Rainbow Pier. Right: Swimming class. Hundreds learn to swim each summer.

IN Long Beach, California, there is in operation a coordinated plan of recreation, operated upon municipal areas by the Playground and Recreation Commission and upon school areas by the Board of Education. This scheme was established by an amendment to the city charter, voted by the people in February, 1929.

Charter Creates Commission

The charter amendment creates a Playground and Recreation Commission of nine members. The personnel of this commission is secured as follows: The city manager is a member; the city council is represented by one of their number; the superintendent of schools is a member; the Board of Education is represented by one of their number, and the other members are selected from citizens who are neither members of the city council

Fortunate indeed is the boy or girl who can reside in Long Beach and enjoy the many wonderful recreational advantages offered by the city. Everything that builds for health and happiness is provided.

nor of the Board of Education. Not more than six members shall be of the same sex. The members of the Commission are: Clyde Doyle, president; Mrs. Stephen G. Skinner, vice-president; Mrs. B. E. Bloomfield; G. L. Buck, city manager; Mrs. J. Everett Davis; Lorne Middough; Melvin Neel, president Board of Education; B. B. Stakemiller, member City Council; W. L. Stephens, superintendent of schools.

The charter amendment makes it mandatory upon the City Council to

allot not less than 5 cents per \$100 to this Commission to carry on its work. The Commission is given control over recreational activities upon city areas and all other areas owned, controlled or operated by the city of Long Beach.

Three activities of a recreational nature are not given to the Commission. They are, the municipal band, municipal auditorium, and the golf course in Recreation Park.

Additional Provisions

The charter amendment provides that the director of health and physical education of the city schools shall be the director of playgrounds and public recreation for the city. That is, he is coordinating director through whom the recreation programs of schools and city are merged into one harmonious whole. The results are elimination of duplication and great econ-



DIVERSIFIED PLAY UNDER EXPERT INSTRUCTION

A comprehensive program of activities including Music, Drama, Pageantry, Handcraft, Nature, Sports and Social Recreation operates upon forty play areas.

omy in location of play areas, purchase of equipment, operation and personnel. There is secured a fine program based upon a vision of the needs of the residents of the city generally. Charles H. Hunt occupies the position of coordinating director.

This article is written after the program above outlined has been in operation less than one year. Experience already indicates, however, that some such plan of coordination as the one adopted by us constitutes a sensible way to handle the provisions made in a community for the wise use of leisure hours. Not only have the Playground and Recreation Commission and the Board of Education worked in perfect harmony, but the highest type of cooperation has been afforded by the Park Board, City Planning Commission, City P. T. A. Council, and many other groups.

Recreational Program

The recreation program itself can be described but briefly. The Board of Education conducts the program upon school areas, furnishing supervision after school and on Saturdays and Sundays, as well as daily during vacations. The Playground and Recreation Commission conducts the program upon municipal areas, which include parks, beaches, Alamitos Bay, Colorado Street lagoons, two day nurseries, and the United States Service Men's Club.

Occasional city-wide programs are presented. The annual Bungling Brothers and Hindpaws Circus in August is participated in by several thousand children, who look forward to this event with great eagerness each summer. The animals and properties used are constructed in the school shops.

Outdoor Pageant Presented

An outdoor Christmas pageant was staged upon the athletic field at Polytechnic High School last year. The Christmas Story was portrayed in song and pageantry by adult and children's choruses accompanied by our adult orchestra and the Long Beach municipal band, in a setting that included the manger, the shepherds on the hillside and the city of Bethlehem.

A water pageant is produced annually. Last year it was staged as a Tournament of Lights in Alamitos Bay with about eighty craft in the procession. This year the event will be staged upon the water enclosure inside the Rainbow Pier in celebration of the completion of this pier. The theme will be the allegorical one of the rainbow, combined with the highlights of the history of Long Beach.

Each year an all-city kite tournament is held upon the ocean front. This meet is sponsored by the Rotary Club, which group furnishes trophies and officials for the event.

A comprehensive program of activities, including music, drama, pageantry, handcraft, nature, sports and social recreation, operates upon forty play areas. For example, Recreation Park provides the following: Community Clubhouse, picnic area with speakers' stand, coffee house, and children's playground, several baseball diamonds, one of which is lighted for night play, six tennis courts, bowling green, two soccer fields, provision for archery, horseshoes, etc.

Department of Dramatics

The department of dramatics and pageantry provides story hour, dramatic clubs, neighborhood programs and pageantry, training in rhythm, folk dancing, and allied activities, as well as city-wide pageants. A well-stocked costume room is maintained in this connection. The materials for the two thousand costumes now on hand were purchased in part by the city and made up by volunteer women from Parent-Teacher Associations and other groups. Many costumes already

distributed to needy children at Christmas time.

The aquatics department provides for swimming, rowing, diving and life-saving activities. Seven miles of ocean shore line and an additional seven miles of lagoon and bay shore line afford wonderful aquatic opportunities. Swimming instruction is given free of charge. Last summer nearly 2500 people learned to swim. Classes in life-saving are provided. Most of this work is done in Alamitos Bay, the Colorado Street Lagoon and Polytechnic High School plunge.

Assist in Pageantry

Church and fraternal groups are assisted in the production of pageants and training of recreation leaders for their respective groups. Several leadership training courses are set up for this purpose. Clubs for business girls, teachers, nurses, etc., meet in school gymnasiums. A program including social and athletic activities is provided.

A community program, participated in by over two thousand people, is held in the Municipal Auditorium each Monday evening. Community singing is followed by a program of music, dramatics, or pageantry, provided by



Ukulele Band—One of many music groups

made have been donated. These costumes may be borrowed by individuals and groups.

The summer program includes a large number of garden centers, where the children enrolled receive the vegetables produced. Thousands of baskets are made in the basketry classes. School shops are open, articles of every conceivable type being made. Last year the Santa Claus Club in one shop made one thousand toys that were

some community group. On Friday evenings the program is one of old-time dances.

Model aircraft activities interest several hundred boys. The airplanes are constructed under competent supervision and frequent meets are held.

Music activities include orchestras, bands, chorus, harmonica groups, ukulele groups, etc. The adult organizations provide an opportunity for persons who have been in similar groups

while in school to continue after school days are over. The children's musical organizations appear upon many occasions in public.

Sports and athletics of all types for both sexes are fostered, including basketball leagues, baseball leagues (regulation and indoor) soccer, horseshoes, bowling, bicycle races, junior olympics, marbles, roque, archery, etc.

Complete facilities for picnics are provided. These include ovens, speakers'

stands, coffee houses and tables and benches. Large groups are provided for in Recreation Park and Bixby Park. Thousands of people attend picnics of the various state societies.

Newsboys' clubs provide an interesting and worthwhile activity. Meetings are conducted in school gymnasiums. Annually the service clubs of the city entertain the boys at a banquet. The boys are permitted to receive their papers upon the playgrounds, and a

fine program of games and sports is provided during the period while they wait for the papers to arrive.

Space does not permit an enumeration of all the activities that comprise our recreational program. The above constitute a portion of what is done to realize our aim, which is to make full provision for profitable participation by all the people in those leisure time activities that make for character, good citizenship, and complete living.

A City Forester for Los Angeles

By C. J. S. WILLIAMSON

Manager, Civic Development Department, Los Angeles Chamber of Commerce

THE unprecedented growth of Southern California has involved the widening and opening of miles of streets in many of the larger cities. It has inevitably followed that the original street tree planting was being destroyed quite fast and trees were not being replanted.

The Los Angeles Chamber of Commerce studied this matter very seriously, since Los Angeles was largely affected, and found that under the existing city charter there was a sharp conflict between the powers of the Park Commission and the Board of Public Works, making it practically impossible for either of the departments to assume the lead in street tree planting. There was quite a general sentiment in favor of planting trees but no real machinery in the city hall

to carry out the work. It took the Chamber of Commerce two years to finally have an ordinance prepared in such shape that the various departments and city government felt it would be constitutional and also workable.

In July of 1929, Harold H. Tibbetts, former park superintendent of Berkeley, California, was appointed city forester of Los Angeles, and he has in hand a program that in time is expected to replant practically every street with shade trees, the general plan being to plant in so far as possible, trees that are suitable to the climate of Southern California rather than eastern varieties that shed their leaves in winter. Thus, Los Angeles will appeal to the eyes of visitors in

the winter because of brilliant flowering and luxuriant foliage of the trees.

It is realized that this is a program that will take many years to fulfill and the people in general are entering into the spirit of the thing in the realization that the small trees planted this year will not immediately transform the city but the foundation is being laid for Los Angeles to regain its proud title, "City of the Angels."

It is interesting to note that through the activities of the Chamber of Commerce, the Los Angeles County Board of Supervisors has entered into a five-year tree-planting program on the highways that have been widened, and is spending \$25,000 a year for the planting of trees. During the last three years more than 100 miles of trees have been planted.

Portland to Celebrate Marine Day June 28

Members of civic clubs of Portland are to hear about plans for Portland's marine day, set for June 28, and learn facts on the importance of the port's shipping. Requests have come in from many clubs that the general committee in charge of preparations for marine day send representatives before them. This will be done during the next few weeks.

A ball will be the crowning event of marine day this year. It will be held at the Multnomah Hotel. Preparations are being made to accommodate 1000 persons. Not only shipping people but Portland at large, will be invited. The committee in charge is endeavoring to obtain one of the outstanding orchestras on the Pacific Coast for this event.

E. W. Peck is chairman of the committee.

Posters to Tell Story

Stanley E. Semple, executive chairman in charge of marine activities, has announced that an attractive design for a poster proclaiming the day and date has been accepted, and that 500 of them would be placed in prominent places about the city. Also a half million stickers, which in reality, will be small editions of the poster, have been ordered. They will be distributed in conjunction with the correspondence of Portland business firms to every part of the city, to various cities on the Coast, to other sections of the nation and even to foreign countries, according to Semple.

"Facts about Portland's activity in ocean commerce will be broadcast to all cities touched by the Pacific Coast network of radio stations," says L. W. Hartman, who heads the committee on radio advertising and entertainment. "We expect to provide programs of entertainment and broadcast facts about marine day over approximately ten different stations, including several over the Pacific Coast network from Seattle," he said.

WILLAMETTE RIVER

Salem Ore.—The federal government has allocated \$125,000 for the improvement of the Willamette River between Salem and Oregon City. The original appropriation was \$40,000.

The increased appropriation will make it possible for the government to build regulatory works, dikes and retaining walls, and insure navigation between the two cities during the entire year.

Acquiring Adequate Rights of Way

THAT our state and county highways are too narrow has been evident for some years. The question has been to what width should they be expanded to care for the increased traffic that may be expected. In 1909, when the state highway program was first launched, there was no one to predict that the number of motor vehicles would, in twenty years, increase one thousand times and that the roads as then planned would be entirely inadequate. Today we realize that there will be no halt in the number of motor cars and trucks using the public highways and that at the end of the next ten years double the present number will require travel space.

Past Travel as Guide

With the past very rapid increase in travel as a guide and with the knowledge of what increased population and industrial expansion is going to mean, it is well that all concerned are making every effort to provide highways of adequate width and capacity. The present endeavor of the Division of Highways of the Department of Public Works of the state is to secure rights of way outside of incorporated cities and towns of one hundred feet and on these to place pavements to a width of forty feet, and shoulders eight feet in width. They are asking that at least one hundred feet be the width of state highways where they traverse incorporated communities, with roadway widths of seventy-four feet, and that wherever it is possible the right of way width be increased to one hundred and twenty feet.

Increase of Roadside Settlement

With increase of travel comes increase of roadside settlement and soon local traffic is added to through traffic, parking becomes a problem and the effective roadway width becomes less instead of more, as it should. This condition has already raised the question: Is one hundred feet wide enough, and has led to some states taking a far-sighted view of the situation and acquiring rights of way of two hundred feet or more, that the property may be acquired now when the cost is comparatively small and the roadway be developed as need arises. This is notably true in Michigan, where widths of two hundred and four feet have been acquired on some of the new state highways.

Travel is more dense, and will continue to be so, in some portions of the state than in others, and hence

EDITOR'S NOTE.—The accompanying report, "Acquiring Adequate Rights of Way," was prepared by Charles G. Adams, Landscape Architect, Los Angeles; E. Brooks Curry, City Engineer, San Fernando; Henry S. Gierlich, City Engineer, Monrovia; Everett B. Mansur, Highway Engineer, Staff of the Board of City Planning Commission, City of Los Angeles; Werner Rucht (Secretary) Landscape Architect, Staff of the Regional Planning Commission of Los Angeles County, and Robert Taplin (Chairman) Planning Engineer, City of Long Beach, members of a special committee of the Association of City Planners of Los Angeles County, and submitted at a recent meeting of that association, held in Culver City.

the widths required for highways will continue to be greater in thickly populated sections than in those more sparsely settled. In Los Angeles County, where more than one-third of all the motor vehicles in the state are registered, there is unquestionably need of wider highways than in many other counties of the state. It is also true that where the traffic is greatest there, too, land values are highest and increasing at a greater rate than elsewhere. We must, then, not only determine the probable needs, but acquire the land, in the near future, that we shall need within the next ten years.

The Highway Division realizes this, as do the members of this association, but the general public, the users of the highways and the providers of the funds to purchase the properties, do not. They read of accidents and are themselves victims; they complain of traffic delays, of wasted time, of narrow and poor roads, but do not stop to analyze the cause. It appears to your committee that the best aid this association can give to the state is to do all in its power to create a public sentiment to secure adequate rights of way, now, both in and out of cities.

In Los Angeles and adjacent counties, as well as in many other parts of the state, there are long stretches of state highways through unpopulated ranch land and desert. These rights of way are seldom wider than sixty

feet and often narrower. Here seems to be an opportunity to secure the width set as a requirement by the state division of highways, so that as gas stations, restaurants, fruit stands and the like are built along these roads, or as trees are planted, they will be placed beyond the sure-to-be-needed borders of the road. Such additional widths can probably be secured at no cost in many instances and for a small purchase price in many more, if the action is taken now. Where gifts cannot be secured and the cost is beyond the present ability to pay, set-back lines should be established by the counties through which these roads pass.

Land Rapidly Passing

In this county the land is rapidly passing from acreage to town lots and here an opportunity is present for widening rights of way by securing dedication of the necessary land. Since 1923, seventy-three miles of one-hundred-foot widths and seventy-one miles of eighty-foot widths have been secured by subdivision dedication in the city of Los Angeles, and, in the county, outside of incorporated boundaries, sixty miles of one-hundred-foot and forty-one miles of eighty-foot right of way have been acquired in the same way.

Highways Secured

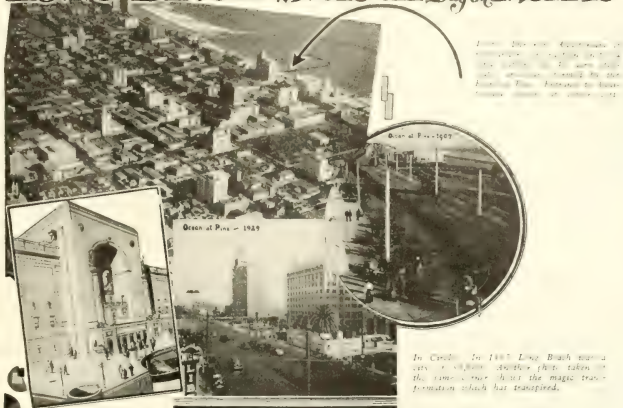
Add to this two hundred and forty-five miles, those secured by the other cities of the county, and we have a total of perhaps three hundred and twenty-five miles of major and secondary highway widths secured without cost. If all planning commissions of the county will see to it that subdivision plats presented for approval show the needed widths, their action will assist in assuring adequate rights of way when improvement proceedings are begun and will, in the aggregate, tremendously reduce the costs of acquisition of the highways which present and future traffic demand. Your committee feels that members of this association can give no better aid to the state highway program than to secure, by dedication, the required rights of way through unsubdivided land.

Brawley on April 14 voted to levy a ten mill tax for parks, music and advertising.

* * *

The voters of Coalinga defeated a proposal to increase the pay of councilmen.

LONG BEACH MAGIC CITY by the PACIFIC



LONG BEACH

Invites You October 6th to 11th!

PLAN early for the most glorious vacation you have ever enjoyed . . . during the period of the LEAGUE OF CALIFORNIA MUNICIPALITIES Convention, October 6 to 11.

Long Beach is making elaborate preparations for your entertainment. Bring the entire family . . . and plan to stay at least a week.

After business sessions, a varied program is yours to choose from for diversions that we believe cannot be equalled anywhere because of the unique location of this city overlooking seven miles of unexcelled beach.

You'll find every water sport at its zenith for those who prefer swimming, boating, fishing and excursions.

GOLF . . . be sure to bring along your clubs. Two private courses and the two all-grass Municipal courses will be yours with full right-of-way.

AMUSEMENT ZONE: The \$5,000,000 pleasure zone with its myriad concessions have started to lay plans for numerous improvements which will be completed for the special benefit of visitors at this conclave.

DANCING: Of course, the program would not be complete without a choice of several dances every night where wonderful music will be provided by the orchestras at the Hotel Virginia, Breakers Hotel in their famous Coconut Grove, Pacific Coast Club and at several large ballrooms on the Amusement Zone.

CATALINA EXCURSION: One day has been set aside for a trip to the Magic Isle, just a short trip two hours across the channel where the bird farm, marine gardens, flying fish trip and other entertainment will be provided.

HOTEL ACCOMMODATIONS: Working in conjunction with city officials, the Hotel Association of this City is diligently working out plans for accommodating the greatest number of Convention Delegates ever registered in this City. *Regular rates will prevail* . . . thus assuring every delegate that Long Beach does not expect to capitalize in any respect as Host City to this great Convention.

COME! LONG BEACH INVITES YOU!

THE PORT C

By R

Harbor Commissioner and manager
of Chicago

RUFUS CHOATE

THE larger modern cities are being built on the shores of navigable waterways. Harbors tend to promote the growth of a community. Our Federal Government evidences that fact through an expenditure of several hundred million dollars

in the improvement of its harbor channel waters. A half a billion dollars

approximates the cost of our municipal water front improvements.

Liverpool, England, has expended two hundred millions on her docks. Manchester constructed a canal and an inland harbor costing one hundred million and now its great commerce passes the docks of Liverpool en route to that city. London's desire to bring the larger transatlantic steamers within twelve miles of that city has caused an expenditure of millions. Enormous sums represent the cost of the hand-made harbors in Europe.

The world recognizes the value of

England's foreign trade policy which made possible a great creditor nation. Efficiency of port conditions promoted the importation of raw material and exportation of finished products resulting in foreign resources owing to England exceeding twenty billion dollars.

Endowed by Nature

San Diego, endowed by a marvelous climate void of hurricanes, also records nature's wonderful gift in a natural landlocked harbor having 22 square miles of water area. It occupies a position among the world's ten best ports. Before its discovery its splendid tidal flow defeated all attempts of two rivers to silt and destroy its main channel. This waterway has always maintained a natural depth adequate for the larger ships. These streams now deposit their debris elsewhere; dredged depths have become permanent projects.

The original New York bar or entrance depth was 23 feet. It is now dredged to 40 feet. We had an initial depth of 21 feet now dredged to 35 feet, and government engineers just recently approved an increase to 40 feet. There is now pending before Congress an appropriation of \$300,000 to accomplish this result.

The harbor has seven miles of channel waters adequate for the larger deep sea ships, and \$3,500,000 expended in deepening the remaining waterway would provide nearly fourteen miles of navigable channels possessing a minimum depth of 35 feet.

San Diego harbor could be made to accept the deep sea commerce of New York, Brooklyn and Hoboken. River, sound and transbay commerce occupying large waterfront areas in some ports will be an unknown quantity along our shore line.

Harbor Requirements Advanced

Our physical commercial requirements of the harbor are being advanced under a plan designed by Messrs. Cresson and Staniford, and adopted in 1925. They are the consulting engineers for the port authorities in the great cooperative undertaking of harbor development of the port of New York bordering New Jersey, Brooklyn and Manhattan Island.

In 1912 the government engineers



Then and Now, at the foot of Broadway, C and B Streets. Lower photo overlooks that waterfront area with initial unit of court house completed, in left foreground "City Brewery." Upper photo is air view showing municipal piers and business district with skyscrapers in background.

SAN DIEGO

COATE

er and Harbor Committeeman
Commerce



View of Lindbergh Field, municipal airport for land and sea planes, taken from position to show great reach of area for runways, and desolate proximity. In right foreground is seen section of additional tidelands to be filled-in by harbor dredging for further extension of the airport.

discovered that the improvements installed admitted of a change in harbor lines and the plan was carried out in accordance with modern demands.

Many harbors are confronted with deep shore line depths. This necessitates a cost exceeding \$7.50 per square foot if permanent construction methods are used. Nature provided here a shallow depth, averaging 2000 feet in width between the shore line and main channel. The pier section is 1000 feet in width. These structures complete will cost \$2.50 per square foot with 72 per cent filled-in land and 28 per cent supported by concrete piles. This will include the cost of dredging steamer berths to 40-foot depths.

Many Acres Reclaimed

Hundreds of acres have and will be reclaimed inshore at a cost of \$3000 per acre, which includes the cost of the bulkhead. When San Diego reaches 500,000 population this reclaimed land will have a valuation approximating \$35,000,000. Engineers have so designed the harbor lines that the cut and fill of this area has an equal balance. This reclaimed area has provision for complete trackage, belt line railroad, boulevards, driveways and especially warehouse sites suggesting an enormous port income.

The two transcontinental railroads have acquired about 200 acres which adjoin the harbor district for their freight yards. Lindbergh Field, the Union Railroad station and the passenger piers are within three minutes distance by auto of each other. A similarly coordinated freight and pas-

senger condition is not to be found in any other port.

Commerce, industry, hinterland production with proper transportation, financial and home consumption build great ports. Qualified men, foreign trade minded, are a necessity in carrying out such a plan.

Our possibilities are now being recognized by certain ones capable of meeting the situation. Between San Diego and Phoenix is an empire just in its infancy. It has marvelous possibilities as a producer of a great seagoing commerce. Transportation facilities to that area favor the port of San Diego. A local financial concern

has been organized to meet the special requirements necessary in furthering our commercial development. This city is now on its way to a surprising population. This growth alone assures a great increase in our commerce. We now have the quickest service between the Atlantic and Pacific coasts. Favorable shipping conditions admit of moving seagoing freight to all parts of the globe.

Natural Zoning Conditions

The harbor of San Diego is possessed of natural zoning conditions conducive to proper development. The shore line of Point Loma admits of a



View of the Harbor Administration Building, left, showing proximity to shipping and business districts



Old Pacific Coast Steamship Company wharf at the foot of Fifth Street, as seen in the later 70's. A donkey engine hauled passengers in to the horse car awaiting.

civic and especially a yachting area complete in every respect. Its surroundings represent an ideal homeland. Located on the quiet waters of a great harbor, it qualifies particularly in its mile distance to the cruising waters of the Pacific. Adjoining this district are two of the finest naval stations in the world, occupying three miles of waterfront.

Lindbergh Field enjoys an envious position among air-minded cities, close by an area suitable for specialized civic improvements and a pier frontage admitting of quick dispatch of cargo. On the shore lines of National City and Chula Vista will be located the coordinated industrial and shipping district of the port.

In a period of twelve years we have advanced from the smallest to the most important naval base in the



San Diego Bay has an area of twenty-two square miles and is completely land-locked. Photo taken from an altitude of 8,000 feet.

world. Before 1940 San Diego will be recognized as one of the great commercial ports of the world.

EDITOR'S NOTE: Article and photographs courtesy San Diego Business.

The city of Oxnard defeated a proposal to authorize the city council to levy an advertising tax of 15 cents on each \$100 of assessed valuation.

* * *

Montebello defeated a proposal to increase councilmen's pay from \$300 to \$600 a year.

* * *

La Habra voted in favor of a \$15,000 bond issue.

* * *

Ojai carried a proposal to allow city councilmen a salary of \$10 per month.



Discharging cargo at a municipal pier. Ample berthing space precludes delays in docking.

TAX BURDEN AND OVERINDULGENCE IN SPECIAL ASSESSMENTS

By GORDON WHITNALL

*President, League of California Municipalities; Director-Manager,
Planning Commission, Los Angeles*

THE question of tax burden and the overindulgence in special assessments is causing more discussion and debate at present than probably any other subject of public interest. There is danger in that discussion. The danger does not lie in the object sought after. It is in the indirect result where we have cause to be apprehensive. The old illustration of the swinging pendulum applies in this case. It has begun to swing from the one extreme back to the other. A little sane reasoning and a lot of concerted work is necessary if that pendulum is to be prevented from swinging so far as to make the cure worse than the disease.

In Absolute Agreement

Realtors, property owners, bankers, business men and public officials are in absolute agreement on the point that, at least in the realm of improvement cost, the burden has been entirely too great. There is not quite such a common accord in the remedy for the situation, and therein lies the real danger, because there is a possibility of such restrictive legislation being enacted as to result in an absolute crippling of public progress even in the positively essential matters.

Two Elemental Truths

The statement of two elemental truths should be of assistance in arriving at an intelligent answer to the present predicament. The first of these truths is that if we have been spending too much the only possible way of reducing this amount is to spend less. The second of these elemental truths is that there is no magic source from which public funds can be derived, and no matter what devious ways are employed for financing improvements the cost comes ultimately out of the property or the public.

I have attended a great many conferences recently—some of them very

important—and if I were to summarize in simple words the common result of them all it would be to say that they uniformly advocate the placing of a definite limit on the amount of money that can be spent in a definite limit of time for public improvement work. In fact, that conclusion may be said to represent a unanimous opinion from every one who has recently expressed himself.

Applying the theory, however, proves far more difficult than enunciating it. The real problem lies in what shall constitute the unit of measurement. Shall we say that during a given year no more cost shall be assessed against a piece of property than would represent a given percentage of its assessed value? If so, shall its assessed value be considered a market value as determined by the assessed value, or shall it be accepted on the face of the assessor's records? Whichever of the

plicated and different nature of the question confronted, and the other is to form a foundation upon which to build a definite proposal that shall constitute the necessary unit of measurement.

State Improvements

Most all of our state improvement acts are predicated on the theory of assessments for benefits and a study of the history of such acts reveals that in those early days practically every improvement was purely of local character in so far as they were financed by the special assessment district. In later years the application of these financing methods was broadened. Improvements of a community-like interest were paid for by this method. There grew up as a natural consequence the recourse to the assessment district as distinguished from a purely frontage assessment. Recourse to the assessment district inevitably produced the overlapping assessment, and the overlapping assessment equally as inevitably produced objection.

From Another Angle

Approached from another angle we discover that there was still another reason for the enlarged application of the assessment method of financing public improvements. General law imposed a definite limit on the tax rate and thus restricted the general funds from which improvements of a general character would normally have been financed. Such restrictions on the tax rate, however, have never been made to apply to special assessments. It was therefore perfectly natural that communities finding themselves restricted to the amount of improvement work that could be financed by direct taxation should turn to the unlimited source of special assessments to make up the difference. In several places this practice has gone so far as to have practically eliminated the general fund as a source of financing public im-



above shall it be: The assessed value at the time of the improvement, or when the improvement is completed? For, if the theory of benefits has any basis in fact, there is apt to be a vast difference between the assessed value of property before or after an improvement is consummated.

I mention the foregoing for two purposes: First, to indicate the com-

provements, and the whole burden is met through special assessments.

Going back to the beginning, we find the theory underlying the legislation for assessments for benefits to be sound. It is the more modern practice that in a sense has been read into the law by usage that proved unsound. The problem seems to be that of separating the types of improvements into those which can logically be financed through the original form of assessment for benefits, namely, the frontage basis, and those which are of more general character and which should logically be financed from general funds. One incidental embarrassment connected with this effort is the fact that some improvements incorporate both qualities.

Space does not now permit at this time more than a casual recitation of what might constitute a proper practice, the exercise of which would produce a much sought for relief.

First Essential Act

It would seem that the first essential act would be to classify all possible improvements into the two groups, first, purely local and of interest exclusively to the abutting frontage; second, general and of interest to the community at large. Having effected such classification, to make available the present method of financing by special assessment on frontage those improvements in the first class which are of interest exclusively to such projects. That would leave for general taxation out of general funds the second group of projects that are of general interest and beyond which exclusively concern the abutting frontage. Recourse to such a program would immediately establish the basis of an adequate measuring stick that could be effectively used in determining the limit of expenditures for public improvements.

Recent History Reveals

A scrutiny of recent history in public financing will reveal that the present difficult results from an over-indulgence in that type of improvement which I have classified as "general." If such types of improvements are no longer made available through the special assessment method, but are payable exclusively from general fund, then it becomes a relatively simple matter, as in the case of general taxation itself, to determine the limit of assessment through general taxation that shall apply in the raising of such fund. One of the best proofs of the adequacy of such a practice, in my mind, is found in the reaction on certain public officials who immediately cry out that to employ such a practice

would immediately cut down the amount of public improvement. Of course, it would; and that is exactly what we must force ourselves to desire. It is right at this point that we see the significance of my earlier observation that there is no magic source from which improvement costs can be derived. It is curing nothing to resort to subterfuge and pay through special district assessment the cost of an improvement program which, if honestly revealed in the tax rate, would not for a moment be condoned by the taxpaying public.

GORDON WHITNALL

Born in Milwaukee, Wisconsin, in 1888. Attended the University of Wisconsin, specializing in elective studies in Political Economy and Forestry. Established residence in Los Angeles in 1910. Organized City Planning Association in 1913. Associated with the Bond Department of the City Treasurer's office in 1915. Attended the first League of Municipalities meeting in Oakland in 1915. A member of the Annexation Commission of Los Angeles in 1916. Secretary of that Commission 1917-1918. Joined the Efficiency Department of the city of Los Angeles in 1918. Assumed the direction of the newly created City Planning Department of the city of Los Angeles in 1920 and has directed that work to date. Consultant to the cities of Whittier, Venice, Inglewood, Sierra Madre, Monrovia, Arcadia and Fresno. Lecturer on "City Planning" at the University of Southern California. A member of the American City Planning Institute. Past member Board of Governors, National Conference on City Planning. A member of the Advisory Council of the City Planning Foundation of America. Vice-President of the Insurance Plan Building and Loan Association, Los Angeles. Trustee, Diversified Real Estate Investments, Los Angeles. Elected President of the League of California Municipalities in 1929.

A simple illustration might be used in conclusion to show the principle involved in the proposal now being made. It must be borne in mind that the subject is a gigantic one, and an exhaustive treatise upon it cannot adequately be given in a discussion of this length except through the coop-

eration of the reader, who, himself, must provide that which is necessary to complete the whole picture.

The illustration is this: We have two streets shown upon a map, each 60 feet wide. They were created at an early date and were both adequate. One of these streets is short and will never be any longer because of intervening hills. Also its purpose is exclusively that of providing access to the immediate abutting property. The other of the two streets is but a link in a chain forming a continuous thoroughfare. Modern changes in type and volume of traffic plus the strategic location of the second street made it called upon to render a distinctively different type of service than the street first mentioned. It is a natural link in the great trunk line of travel, connecting important terminals and serving vast tributary areas. The whole 60-foot width proved wholly inadequate.

Both Need Improving

It is discovered at the time that both streets need improving. The first street, purely local in its character and serving only the abutting frontage, is quite adequate in width to serve that limited purpose and need be improved with the lightest type of pavement. The cost is nominal and the service rendered being strictly local, the assessments as a consequence are levied exclusively upon the abutting frontage. No one else is interested; no one else is asked permission; nor does any one else expect the frontage owners ask that it be done, and they alone pay the bill.

Must Be Widened

The second street, however, to serve the new and enlarged demands that are being placed upon it by the community at large, must be widened from its original 60-foot width to more substantial dimensions. Likewise its alignment must be straightened, the grades upon it must be leveled out, and the pavement, when installed, must be of the most substantial and expensive form. Here we discover that the community-wide requirements of width, straightness, levelness and substantial surface add tremendously to the cost. May it not be logically claimed that the true spirit of assessment for benefit means that he whose needs are met shall be assessed the cost of such needs, and as the need for these excessive costs in this case are community-wide, should not the community at large pay that excess bill? The answer is obviously "yes."

There is, however, in the latter case also a certain local interest. It is the interest of the frontage, which, how-

ever, is usually not more than the interest of the frontage in the example of the first street, and sometimes it becomes less. At any rate, the possibility exists of defining a policy of financing which would provide that in a larger improvement, such as that here illustrated, that portion of the cost which would be the equivalent were the street a purely local one (as

in the first example), would continue to be spread upon the abutting frontage, but all of the additional expense incurred by reason of the community-wide demands above noted would be paid for out of general funds exclusively.

I do not offer this discussion as a conclusive solution to the perplexing question that is now confronting offi-

cials and the public alike. I offer it only as an effort of reducing the question to its simple elements in the hope that by so doing we may at least attack it by speaking the same language, by striving toward the same end. The best I can say for it is that it is sincere as it is crude, and if it engenders constructive discussion it will have served its purpose.

California Cities Make Low Infant Mortality Records

FOR many years Pacific Coast cities have maintained consistently the lowest infant mortality rates of any cities in the United States, and the 1929 records of the State Department of Public Health indicate that this enviable position remains unchanged. The infant mortality rate for the state as a whole, however, rose slightly in 1929; the 1928 rate was 62.4 and the 1929 rate was 63.1. This rise is due, largely, to the reduced total number of births that occurred last year. Since the infant mortality rate is based upon the ratio of infant deaths to total live births, it is obvious that a reduction in number of registered births may constitute a vital factor in raising the infant mortality rate.

Significance in Fact

There is significance in the fact that 35 California cities last year achieved infant mortality rates lower than the rate for the state as a whole. Among these cities are the larger centers of population, such as San Francisco, Oakland, Berkeley, Alameda, Los Angeles, Pasadena, San Diego, Fresno and Stockton.

The following are those cities which have infant mortality rates lower than the state rate in 1929:

South Pasadena	16.0
San Mateo	28.3
Alameda	29.0
Whittier	29.5
San Rafael	31.3
Alhambra	34.2
Berkeley	35.0
Richmond	36.2
Glendale	37.0
Petaluma	37.0
San Jose	37.1
Long Beach	39.3
Santa Rosa	41.0
Vallejo	44.1
Eureka	45.2
Oakland	46.7
Pasadena	47.1
Pomona	42.3
San Diego	49.1
San Monica	49.8
San Francisco	49.8

Modesto	50.0
Monrovia	50.7
Santa Ana	50.9
Visalia	53.2
Stockton	53.9
Chico	54.5
Palo Alto	57.4
Fresno	58.0
Napa	58.3
Los Angeles	58.6
Marysville	59.2
Redlands	59.6
Bakersfield	60.2
San Luis Obispo	62.9

Low Mortality Rates

The low infant mortality rates for 1929 were shared, also, by a number of the unincorporated districts in eighteen counties of the state. Following is a list of such counties, together with their infant mortality rates for 1929.

Glenn	28.0
Sacramento (except Sacramento)	31.1
El Dorado	32.3
Marin (except San Rafael)	37.3
Plumas	39.0
Santa Cruz (ex. Santa Cruz and Watsonville)	43.5
Siskiyou	45.8
Colusa	46.2
Sierra	46.5
Inyo	47.1
San Mateo (except San Mateo)	49.7
Placer	50.1
Stanislaus (except Modesto)	56.0
Nevada	57.7
Solano (except Vallejo)	58.0
Los Angeles (rural only)	58.6
Monterey (except Monterey)	60.9
Butte (except Chico)	62.4

There were 5139 infant deaths in California last year, as compared with 5220 such deaths in 1928. Of the 5139 infant deaths occurring in 1929, 2901 were in white, 1886 in Mexican, 141 in Japanese, 78 in Negro, 54 in Chinese and 44 in Indian babies. Among these races, the highest infant mortality rate, 140.1, was for Indian babies, and next to the highest rate, 135.1, was for Mexican babies. The Negro infant mortality rate was 74.4. The Chinese infant mortality rate was 69.7 and the Japanese infant mortality

rate was 59.9. The infant mortality rate for white babies, exclusive of all other races within the state, was only 46.3. The following table provides information upon infant mortality in 1929 for the various races within the state:

	Total	Per cent	Rate
Total births	5139	100	63.1
White	2901	56.4	46.3
Negro	78	1.5	74.4
Indian	44	.9	140.1
Chinese	54	1.1	69.7
Japanese	141	2.7	59.9
Mexican	1886	36.7	135.1
Other	35	.7	108.4

Diseases of early infancy caused the deaths of 2084 infants, pneumonia claimed 861 infant lives and diarrhea and enteritis caused the deaths of 702 babies last year. Congenital malformations caused 432 infant deaths, and whooping cough and influenza took 191 and 112 infant lives, respectively. External causes caused the deaths of 98 infants.

Many Factors Determined

There are many factors that enter into the determination of infant mortality rates. As a meter of public health progress, contributed to from various channels, the infant mortality rate serves as a reliable index of general public health conditions. Family customs and characteristics peculiar to different races undoubtedly play important parts in the production of high infant mortality rates. Lack of knowledge concerning the best methods of infant care also constitutes a prime factor in the production of a high rate. The intestinal disturbances which cause a large number of infant deaths are, in a measure, due to improper feeding and to improper care of milk. While congenital conditions which can not be changed are responsible for a large proportion of infant deaths, it is believed that fully half of the infant deaths that occur are preventable.

MUNICIPAL ASSOCIATIONS

NORTHERN CALIFORNIA CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS' ASSOCIATION, VALLEJO, APRIL 19, 1930

By B. L. HAYS, Secretary

Meeting was called to order by President Lynch at 10:15 a. m., followed by a hearty welcome to Vallejo from Mayor Fred H. Heegler, after which the meeting was opened for general discussion.

Owing to the fact that a greater number of our cities of the fifth and sixth class hold their council meetings on Monday nights, a resolution was passed asking the League of California Municipalities to use their influence toward the Legislature changing the election days in fifth and sixth class cities from Monday to Tuesday so as to be uniform with all other elections in the state.

Mr. A. H. Huggard, C. P. A. of San Francisco, gave us some very helpful and instructive information on "Uniform Accounts and Business Records of City Offices."

City Assessor Harold L. Hock of Berkeley explained in detail his method of assessing property and answered several questions that were brought out in discussion.

At 1 o'clock p. m. the meeting adjourned to Casa de Vallejo Hotel, where a wonderful special luncheon had been prepared. During the luncheon W. J. Locke, secretary-manager of the League, spoke on the general good of the organization.

A letter was read from John N. Edy, City Manager of Berkeley, and one from the Berkeley Chamber of Commerce inviting us to hold our meeting of June 21 in their city. Upon motion it was voted to accept the invitation.

A letter from the Turlock Chamber of Commerce was also read, asking us to meet there in the "Melon Patch" during August, which invitation was unanimously accepted.

After lunch, through the courtesy of Admiral G. W. Laws, U. S. N., a very enjoyable and interesting trip was taken through the Mare Island naval station.

Before adjournment a vote of thanks was given the city officials of Vallejo for the program and entertainment.

PLUMBING INSPECTORS' ASSOCIATION

By STEPHEN SMOOT, Secretary

The Plumbing Inspectors' Association of California, Southern Division, held their regular monthly meeting in the Los Angeles City Hall April 24, 1930, with President J. B. Davis, presiding.

Minutes of the March meeting were read and approved by the association.

The secretary gave a report of the meeting held by the Northern Division in the city of Fresno, on April 19, 1930, in the City Hall. As the attendance was small the members present thought it best to refer the suggestions made by the Northern Division over to the next meeting, because there would be a better representation of the active membership.

The secretary was instructed to write a letter of thanks to the Los Angeles City Plumbing Inspectors' Association for generously furnishing money to the secretary to attend the Fresno meeting.

The president asked Mr. Kimzey if he would give us something on sterilizers. He read a very interesting and educational paper, which every member should have heard. The paper was much appreciated by every one present. The association thanked Mr. Kimzey.

Mr. Smith, from the Pasadena Health Department, was present. Our president called on him for a talk. He declined, because he had come unprepared, but was much interested in our association.

There being no further business the meeting adjourned until July 24, 1930.

Application was received from the Pasadena Merchant Plumbers' Association for associate membership. Mr. G. E. Richardson will be their representative.

NOTICE—CITY PLANNERS!

A meeting of the National Conference on City Planning, in Denver, June 23 to 26, cannot fail to interest every person with the welfare of American cities at heart. A noteworthy program of wide scope, in which particular stress has been placed on various phases of Western planning, will be presented.

Of particular interest will be the Better Cities Exposition, which will be held in the Denver municipal auditorium, in conjunction with the Conference. The most comprehensive display of city planning material ever made at a National Conference will be on exhibit. Cities ranging in size from New York, Philadelphia and Washington, D. C. to Santa Barbara, California and Ponca City, Oklahoma, will depict graphically just what progress they are making in planning finer cities. The educational features of this exposition alone should make attendance at the Conference worthwhile.

However, there is another reason for attendance. The date of the Conference has purposely been placed later in the year than is customary, in order that the delegates may take advantage of the unequalled recreational opportunities Colorado offers to vacationists. All the magnificent scenery of the Colorado mountains will be open to the visitors. At no time have convention delegates had such a rare opportunity to combine Conference business with vacation pleasures.

The Denver Planning Commission and the City of Denver, at joint hosts, issue you this special invitation and urge your attendance. We will be very glad to furnish further information on request to this office, or to make hotel and other reservations.

Sincerely yours,
JOHN S. FLOWER, President,
The Denver Planning Commission.

SAN DIEGO LEAGUE OF MUNICIPALITIES

By CHARLES F. RICHARDSON
Secretary-Treasurer

The San Diego County League of Municipalities, comprising the city officials from seven cities in the county, met in National City Friday, May 2, at the Kiwanis Club House, where dinner was served at 6:30.

After dinner the meeting was called to order by President F. B. Andrews, when the roll was called, showing 64 representatives present, and the minutes were read.

President Andrews extended a welcome to the new members of the league recently elected in the various cities and then, turned the meeting over to Mayor Requa of National City, who extended a welcome to all to National City and announced the program of the evening, a splendid musical program given by a local trio, instrumental and vocal, followed by an address by Mr. Paul Edwards, editor of the San Diego Sun, who gave a very suggestive and constructive address on how better to support local industries.

This was followed by a discussion led by Mayor Clark of San Diego as to further means and ways.

The city of El Cajon extended an invitation for the next meeting, Friday, June 6, which was accepted.

A hearty vote of thanks was extended to National City, congratulating its citizens on its wonderful development and splendid enterprise, and for the brilliant musical program and the fine address of Paul Edwards.

PROCEEDINGS OF THE MAYORS' CONFERENCE OF CENTRAL CALIFORNIA

By H. A. MASON, Secretary

The second regular meeting of the Mayors' Conference of Central California was held at the City Hall, Berkeley, on Saturday, April 25, 1930.

The meeting was called to order by President Christensen, Mayor of Palo Alto, at 10:30 a. m.

The following cities were represented by the officials named:

Antioch: Mayor J. D. Donlon.

Berkeley: Mayor T. E. Caldecott, Councilmen Carrie L. Hoyt and Agnes C. Moody, City Assessor H. L. Hock, City Manager John N. Edy and former Mayor M. B. Driver.

Burlingame: Mayor C. A. Buck.

Modesto: Mayor Sol P. Elias, City Engineer F. J. Rossi.

Orland: City Attorney Leonard Goodwin, representing Mayor George W. Strum.

Palo Alto: Mayor C. H. Christensen, City Attorney Norman E. Malcolm.

Richmond: Mayor A. L. Paulson.

San Leandro: Mayor J. W. de Cou.

Santa Clara: Mayor Max Kohner.

Santa Cruz: City Clerk S. A. Evans, representing Mayor Fred W. Swanton.

Santa Rosa: Mayor George R. Caden.

Sonoma: Mayor Fred Bulotti.

Sunnyvale: Mayor George M. Wilhelmy.

Tulare: Mayor T. C. Hampson, City Councilman Dr. Edgar L. Smith.

Walnut Creek: Mayor Norman F. Wilson, Councilman R. R. Clark and former Mayor E. B. Anderson.

Mayor Christensen, in opening the meeting, expressed his pleasure in meeting former acquaintances and in greeting those who were in attendance for the first time.

"Silver" Lounge Cars

New lounge cars on the "Argonaut" of SUNSET ROUTE and "Shasta" of SHASTA ROUTE are made to *live* in. Their exteriors gleam like silver in the sun and ward off summer heat. Interiors are harmoniously decorated in shades of green, blue or tan . . . parchment shaded lamps . . . deep-cushioned chairs. Barber shop and all other conveniences for travelers. A soda fountain, too.

Windows of these cars are fitted with a new heat-resisting glass, here used for the first time in America.

. . .

Chinese Maids

Straight across mid-continent to Chicago speeds the "Overland Limited." Pioneer among the transcontinentals and fastest by hours to Chicago, this noble train deserves a distinctive touch in service. Its Chinese Maids . . . gaily garbed, attentive, courteous . . . are an exclusive "Overland" feature.

. . .

**Low Fares East May 22
on all railroads
but *only* Southern Pacific
offers this choice . . .**

Four Great Routes for transcontinental travel. Go one way, return another and link up all the cities you've wanted to visit, the natural wonders you've wanted to see.

And choice of trains as well. Fine transcontinental limiteds . . . "Cascade," "Sunset Limited," "Overland Limited" . . . for those who want luxurious travel. Fast trains with coaches and tourist sleepers for those who wish to travel with economy. And on all trains famed Southern Pacific dining service.

*Examples of low roundtrips
in effect May 22 to September
30—Return limit October 31.*

Chicago	\$ 90.30
Kansas City	75.60
New York City	151.70
New Orleans	89.40

Via SHASTA ROUTE slightly more.



INTER-CAR TELEPHONES ON THE "CASCADE" OF SHASTA ROUTE

Even at **Low Summer Fares**

*You can enjoy these new
refinements in rail travel*

GREAT THINGS have happened on the rails that trace the Four Great Routes. When you go East this summer Southern Pacific will introduce you to a new world of travel ease. Even at low summer fares you can enjoy the new and exclusive features of its finest trains.

The SHASTA ROUTE's de luxe extra-fare "Cascade," for instance. Always a superb train, it now offers an added convenience that no other train in America can duplicate . . . inter-car telephones. You can order meals, summon train attendants, or speak with friends in another part of the train, without leaving your car.

Southern Pacific **Four Great Routes**

E. W. CLAPP, Gen. Pass. Traffic Mgr.
65 Market St., San Francisco

Write for free, illustrated booklet: "FOUR GREAT ROUTES TO THE EAST."

SO vast is the importance of sound road-improvement programs that the question of who is to supply the needed oils or asphalts shrinks into insignificance.

It is true that Shell is prepared to meet any specifications and can often furnish needed products more cheaply. But these are minor points.

The roads themselves are the life-arteries of the community. They make business better—better for Shell as well as for any other concern or individual.

Therefore Shell Oil Company may be considered friendly to all reasonable road projects—no matter who supplies the materials!

**SHELL
ROAD
OILS**

●

SITUATION WANTED

Experienced City Manager and City Engineer desires position with California municipality. Excellent references.

Address Box "A"

PACIFIC MUNICIPALITIES

SITUATION WANTED

Civil Engineer with ten years' municipal experience desires connection as City Engineer or Assistant City Manager. Specialist on California street improvement proceedings and sanitary works. Good organizer. Southern California preferred.

Address Box "B"

PACIFIC MUNICIPALITIES

SITUATION WANTED

Civil Engineer with twenty years' successful experience in all classes of municipal improvement works and proceedings in both small and large cities as City Engineer and consulting engineer desires position as City Engineer in a progressive municipality.

Will be pleased to arrange for personal interview and furnish excellent references.

Address Box "C"

PACIFIC MUNICIPALITIES

POSITION WANTED

Waterworks superintendent of thriving Michigan city of sixty-five thousand population desires similar position on West Coast, California preferred, but will accept Oregon or Washington.

Fifteen years' experience and can furnish excellent references.

Address Box "D"

PACIFIC MUNICIPALITIES

Mayor Caldecott, of Berkeley, on behalf of the city, stated that it was being honored by the presence of the city officials and that by the combining of energies the communities in this part of the state could make a larger use of the advantages which nature had bestowed upon us.

The cities represented for the first time were called upon to introduce themselves.

Mayor Elias of Modesto stated that he had come to listen, but it might be that those present would be interested to learn what his city had done in the matter of regulating billboards. There had been a considerable amount of complaint concerning billboards and the situation called for something to be done that would settle things. Therefore he had made a thorough study of the law on the subject of billboard regulation and the result was an ordinance that was legal and had withstood every attack. He explained its provisions and had provided himself with a number of copies. They were called for and everyone was supplied.

(Voucher by the Secretary—The ordinance is what Mr. Elias claims for it.)

Former Mayor E. B. Anderson of Walnut Creek introduced his successor, Norman F. Wilson, who stated that though his town was a small one, yet they had a program to work out that was as important to them as were the programs of the larger cities. The new tunnel that was being constructed through the hills between Contra Costa and Alameda counties would open up a new section tributary to Walnut Creek and add to its growth and prosperity.

Mayor T. C. Hampson of Tulare stated that his city was much interested in the problem created by the state highway going through his city, and would like to hear it discussed. It was the most important matter that they had to deal with at present.

President Christensen stated that the Conference at its last meeting had taken cognizance of that question and that it would be given further attention.

Councilman Clark, of Tulare, stated that he was glad to be present and would be an attentive listener.

Mayor Paulson, of Richmond, stated that he had recently addressed a meeting of the American Legion and among other things had discussed the subject of taxation. There were five members of the Legion on the City Council and they all thought that they should bear a just burden of taxation.

City Attorney Goodwin of Orland said that he had come merely to listen and get posted on what other cities were doing.

City Clerk Evans of Santa Cruz stated that owing to the indisposition of Mayor Swanton he had been requested to represent him and to convey his best wishes to the organization.

The Secretary reported that the proceedings of the previous meeting had been printed and that he had endeavored to make it as detailed as possible and asked if it was the wish of the Conference to have the present and future meeting similarly reported and printed.

On motion the minutes were approved and the Secretary was directed to continue the printing.

A financial statement was rendered showing cash on hand to the amount of \$158.25. The statement was approved.

Grade Separation

Mayor Christensen reported that progress was being made in arousing public interest in this subject. The Peninsula Safety Conference has joined forces with the State Association on Public Safety and that some measure would be produced that would provide means for a grade elimination program. It was a big proposition and the entire state was interested.

Mr. Evans, in response to an invitation, stated that he had attended the meeting held in Oakland the day before called by the state association. It had been addressed by some wonderful speakers and great interest had been aroused. Santa Cruz was much concerned, as there were twenty railroad crossings in the city limits, of which four were dangerous. These were being dealt with so as to make them reasonably safe.

Exemptions from Taxation

Mayor C. A. Buck, of Burlingame, read a carefully prepared paper on the subject of the exemption of state property held in private use. He referred to the growing burden of the taxpayers in municipalities due to the purchase of real estate by the state through the Veterans' Welfare Board, for resale to veterans. As long as the title was in the state, it could not be assessed for taxation, and as this class of property was within municipalities, the burden was not equably distributed. It resulted in increased tax rates.

The ensuing debate was participated in by Assessor H. L. Hock of Berkeley; Mayor Paulson of Richmond; Mrs. Hoyt, Councilman of Berkeley; Mayor Kohner of Santa Clara; Mr. Malcolm of Palo Alto and others.

A committee was appointed to consider measures of relief to report at a future meeting.

The committee is composed of C. C. Buck of Burlingame; N. E. Malcolm, Palo Alto; Harold L. Hock, Berkeley; Mayor T. C. Hampson of Tulare, and Mayor Sol P. Elias of Modesto.

Luncheon Meeting

Mayor Caldecott presided at the luncheon meeting.

Brief speeches were made by former Mayor, now Sheriff M. B. Driver; W. J. Locke; Mr. Allen; Berkeley's Councilmen, Carrie Hoyt and Agnes C. Moody; Mr. Thompson of the Chamber of Commerce.

The principal address was made by Professor Samuel C. May of the University of California, who described the evolutionary development of public functions, starting as local concerns and gradually becoming of concern to the state, to the nation and to the whole world. It was very interesting and listened to with attention.

Afternoon discussion was on the subject of the proposed merger of the electric systems of the Pacific Gas & Electric Company, the Great Western Power Company and the San Joaquin Light and Power Company.

Speakers: Clyde L. Seavey, President State Railroad Commission; Preston Higgins, City Attorney of Oakland; N. E. Malcolm, City Attorney, Palo Alto; Mayor J. W. de Cou, San Leandro; W. J. Locke, Secretary League of California Municipalities.

Committee on Public Utilities appointed consisting of Mayor Christensen, Palo Alto; Mayor Caden, Santa Rosa; Mayor Buck of Burlingame and their City Attorneys.

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\$3 to \$6

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LOS ANGELES



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Comfort & Hospitality

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Garage adjoining.

All Outside Rooms—Each With Bath
One Person \$20.00 to \$25.00
Two Persons \$25.00 to \$30.00

Unexcelled Food—Friedly Prices

FRANK SIMMONS, Jr., President

Hotel Savoy

Sixth & Grand

IN THE CENTER OF THINGS

HOTEL LANKERSHIM
ROADWAY AT SEVENTH
400 NEW ROOMS
W. W. Whitecotton, Owner
Frank Wishon, Manager
LOS ANGELES

Program, Western Conference of the Civil Service Assembly, June 6 and 7, 1930

Meeting at University of California, Berkeley, California

FRIDAY, JUNE 6

Registration

9 to 9:45 a. m.—(115 Library Bldg.)

General Meeting

9:45 a. m.—(116 Library Bldg.)

Call to order and announcements. Mr. Paul W. Brown, president of the Western Conference.

Address of welcome by Prof. Samuel C. May, director University Bureau of Public Administration, representing President Sproul and the University of California.

Appointment of committees by the president.

1. Nominating for officers for 1931.

2. Place of meeting for 1931.

3. Resolutions.

Section Meetings

10:45 a. m. to 12:15 p. m.—

Section I—Examinations. (116 Library Bldg.) Chairman, Mr. B. A. Davis, examiner, Los Angeles County Civil Service Commission.

Section II—Efficiency or Service Ratings. (114 Library Bldg.) Chairman, Mrs. R. M. Moran, chief examiner, San Diego Civil Service Commission.

Section III—General Personnel Problems of Commissioners and Em-

ploees. (112 Library Bldg.) Chairman, Mr. E. A. Walcott, president San Francisco Civil Service Commission.

Luncheon

12:30 p. m.—(Women's Faculty Club.) Chairman, Mr. W. A. Johnstone, president California State Civil Service Commission.

Remarks: "The Place of a Bureau of Efficiency in a Public Personnel Organization," by Mr. Sam J. Chappel, secretary and chief examiner, Los Angeles County Civil Service Commission.

Remarks: "Civil Service from the City Manager's Viewpoint," by Mr. John N. Edy, City Manager of Berkeley.

Meeting Section I

2 to 2:55 p. m.—(Everyone please attend.) (116 Library Bldg.)

Meeting Section II

3:05 to 3:55 p. m.—(Everyone please attend.) (114 Library Bldg.)

Meeting Section III

4:05 to 5 p. m.—(Everyone please attend.) (112 Library Bldg.)

Dinner Meeting

6:30 p. m.—(Women's Faculty Club.) Mr. Paul W. Brown, chairman.

Address: "Missed Opportunities in

Personnel Work," by Mr. Fred Telford, director Bureau of Public Personnel Administration.

Demonstration of portable talking picture machine for observation tests, by representative of Western Electric Company.

SATURDAY, JUNE 7

Section Meetings

9:30 to 11 a. m.—Sections will meet individually in final deliberations and will prepare reports.

General Meeting

11 a. m. to 12:15 p. m.—(116 Library Bldg.)

Reports and recommendations of sections. Election of officers for 1931. Reports of committees. Miscellaneous business.

Luncheon

12:30 p. m.—(Women's Faculty Club.) Chairman, Mr. James J. Maher, secretary and chief examiner, San Francisco Civil Service Commission.

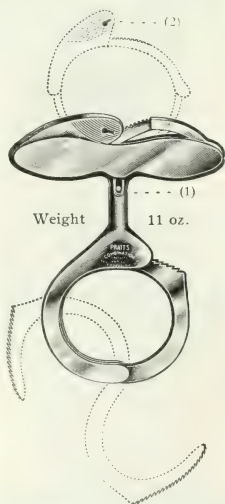
Remarks: "The University's Interest in Public Administration," by Emery E. Olson, director School of Citizenship and Public Administration, University of Southern California.

Remarks: "The Work and Plans of the Civil Service Assembly," by Mr. Clifford N. Amsden, member of the Executive Council and general manager of Los Angeles City Civil Service Commission.

Adjournment.

ESSENTIAL EQUIPMENT!

Endorsed by Leading Peace Officers



The PRATT Combination Handcuff (as shown by illustration) is a radical departure from any known type of handcuff, as it has no chain or link to connect the cuffs, the cuffs being connected by a solid member. The lower cuff or COME-ALONG is of the rotary ratchet type and will overcome resistance without injury. A small latch (Fig. 1), which is concealed by the officer's hand when in use, operates the locking device and releases the COME-ALONG without the use of a key.

The upper cuff folds into the handle of the COME-ALONG. When the upper cuff is raised from the handle and locked (see dotted outline) the lower cuff is automatically double-locked and neither cuff can be opened except by a quarter turn upward of the key in pick-proof lock in upper cuff (Fig. 2). If prisoner resists after having first or lower cuff on one wrist, a slight twist of the COME-ALONG will make him quite willing to place his other wrist in the upper cuff. This can be done without letting go of the handle or losing control of the prisoner.

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And Various Equipments for Civil and Military Governmental Use

POMONA PUMPS INCREASE LOS ANGELES WATER SUPPLY

An increase of 10,025 gallons of water per minute will be added to the water supply consumed by the city of Los Angeles with the installation of six Pomona turbine pumps. The Bureau of Water and Power has placed a contract with the Pomona Pump Company of Pomona for delivery of six Unidrive pumps to be installed at Kearsarge to produce various capaci-



View of driving head and vertical motor of one of the Pomona Pump Company's giant turbine pumps

ties of water with lifts ranging from 48 to 110 feet.

These pumps will be installed in wells in the Mono Basin, where the city of Los Angeles recently purchased valuable water-bearing property. A unique feature of these pumps is the fact that no oil will be used below the surface, the shafting being water-lubricated by a series of special bearings. The water will be pumped into the Los Angeles aqueduct.

Owens River Inefficient

The flow of the Owens River which furnished the famous Los Angeles aqueduct with water is insufficient to supply the million and a quarter inhabitants of Los Angeles with water, with the result that modern turbines are necessary to pump water from land purchased by the city on the eastern slope of the Sierra Nevada mountains. Several score of pumps are now in operation throughout Owens Valley, tapping the subterranean depths of water.

HEAVY TRAFFIC PAVING



*Highland Avenue, Los Angeles, Paved with Gilmore Roadamite Asphalt
Southwest Paving Company, Contractors*

FOR Live, Durable, resilient paving that withstands rigorous duty, engineers are favoring Asphaltic Concrete. Maintenance costs are less. It is safer in wet weather and is more economical to lay. . . . Gilmore engineers will help solve your problems.

GILMORE

Roadamite

ASPHALT

The advertiser will be pleased if you mention Pacific Municipalities

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

GLENDORA BEAUTIFIES CITY

By JULIUS JORGENSEN

Secretary, Glendora Chamber of Commerce

GLENDORA is in the midst of a clean-up campaign, which has as its immediate object the cleaning up of all vacant lots in the business district on Michigan Avenue and Foothill Boulevard. Many of these lots had old foundations, rock piles, tin cans or other debris scattered over them, and all of them would at the end of the growing season have tall weeds staring visitors as well as ourselves in the face, until they were burned off, leaving a black surface on which rubbish was even more apparent. The first lots to receive attention were cleaned up and the cost defrayed by a few of us, after which Colonel Underhill had them plowed, disced, graded and sown with clover and poppy seed.

This was followed by soliciting funds from lot owners and public-spirited citizens for the purpose of giving the same treatment to other lots, under the chairmanship of my past president, Frank E. Teter. The campaign is meeting with fine cooperation and sufficient funds have been pledged to put it over. Boy Scouts have offered their services and the city is furnishing a truck for hauling away debris.

KLAMATH TO VOTE ON CHARTER

Klamath Falls, Ore.—Following the report of the charter committee the city council has passed a resolution calling for a special election for June 27 to vote on the new charter. The new charter provides for the city manager type of government.

WORK ON WATER SYSTEM STARTED

Central Point, Ore.—The first dirt has been moved in the installation of the new Midway water system recently voted into a district between Central Point and Medford along the Pacific Highway. The water supply comes from the Medford system supplied by the Big Butte springs, and bonds were voted recently by the new district in the sum of \$25,000 for installation of the

pipe lines. Contract for installation of the system has been awarded to the Hillsboro Power & Investment Company.

SAN BERNARDINO'S CITY BEAUTIFUL CONTEST

By R. H. MACK

Secretary, San Bernardino Chamber of Commerce

THE San Bernardino Chamber of Commerce has been for some years engaged in a systematic campaign for the beautification of the city. A City Beautiful contest is held annually to encourage improvement of the yards, gardens and parkings. Awards are made during the Annual Fall Flower Show, which has also met with considerable success.

By far the most comprehensive plan for the improvement of the city, however, is the uniform tree-planting program which is being carried out in San Bernardino. This program was inaugurated about four years ago, with the establishment of a tree nursery on a five-acre tract owned by the city Water Department. Here the trees to be used along the streets have been grown, under the direction of the superintendent of the Water Department, William Starke.

The first of the trees from the nursery were planted along the streets of San Bernardino last year by the Chamber of Commerce tree-planting committee, with the very able assistance of the Boy Scouts. In all, eleven miles of trees were planted. The varieties were those best adapted to meet the climatic and soil conditions of this territory: Washington palms, Arizona cypress, Italian cypress, live oaks, incense cedars, deodars, magnolias, date palms, Aleppo pines, camphor trees, carobs, etc.

Other varieties of trees, requiring a longer period of growth are doing nicely in the nursery, and will be planted when they are ready for removal from the nursery. Trees used last year have been replaced, and the program will continue until all the streets of San Bernardino have been planted.

The expense to the city has been slight. The time and effort expended on this project will be more than repaid, during a long period of years.

Eugene, Ore.—Aerial photographs of the entire Willamette Valley and southern Oregon will be taken this summer by the Brubaker Air-Photos surveys of Portland, according to word received recently at the Chamber of Commerce. The work is expected to be started this month.

Charles H. Diggs, Director of the Regional Planning Commission of the city of Los Angeles, has been appointed chairman of the program committee for the City Planning Section of the League of California Municipalities. Those interested in the program for the League's forthcoming convention in Long Beach (October 6) are requested to get in touch with Mr. Diggs, Hall of Records, Los Angeles.

The city of Taft carried a proposal to increase city councilmen's pay from \$20 a month to \$50 a month.

* * *

Court proceedings have been instituted by the State of California to acquire possession of the Silver Strand Peninsula near San Diego, for the purpose of adding it to the State Park System.

* * *

The municipal water rate at Hawthorne has been reduced from a minimum of \$1.25 to \$1.00.

* * *

A Riverside-Orange Counties Joint Highway District has been organized for the purpose of constructing a \$675,000 highway connecting Lake Elsinore with the Coast Road at San Juan Capistrano.

* * *

The State Board of Equalization reports that war veterans in California were relieved of payment of taxes in 1929 on property valued at \$102,000,000.

* * *

The Los Angeles County Board of Supervisors has voted \$825,000 to purchase 11,500 front feet of beach frontage in Manhattan Beach and Redondo.

* * *

Redondo Beach voted to issue \$50,000 in sewer bonds and to transfer \$12,000 from one division of the Library Fund to another.



To the left is busy, traffic-laden Kentucky Street; below, Third and Main Streets, the business center of Petaluma, showing the 10-year-old concrete paving.



Good Streets Bring Traffic— and Traffic Brings Business

Petaluma, California, is in the center of the largest egg-producing district in the United States. The chicken population runs into millions—and all are raised on imported feed, much of which is hauled in steel-tired wagons.

Great four-horse loads are quite common, and street-paving failures were once a constant source of annoyance and expense.

So, in 1920, the City Trustees paved two of the main streets with portland cement concrete—one-half at a time, *without disturbing traffic*. Despite the ceaseless grind of 4,000 vehicles a

day—and the knife-like edges of crushing steel tires—there is still no sign of wear or other failure in this 10-year-old concrete paving.

Since 1920 other Petaluma streets have been concrete-paved, a total to date of 140,715 square yards—the equivalent of over 13 miles of 18-foot pavement. One by one, cities give up experimenting and pave their streets durably, economically, with concrete.



Broad, smooth, concrete-paved Western Avenue

Much annoyance and needless expense can be saved by taking this step without further delay.

PORTLAND CEMENT Association
Concrete for Permanence Los Angeles - San Francisco

SECRETARY'S PAGE

(Continued from Page 148)

tracts impaired, and so long as a reasonably efficient remedy remains.

Phrase "just compensation," as used in Const. art. 1, § 14, denying right to take property without just compensation, means value of land taken and damage if any to land not taken, value of which has been diminished by reason of severance therefrom of original parcel.

It is duty of court to construe both general law and city charter, in so far as they deal with the same general subject-matter, as though they were but one act, each referring to and supplementing the other, harmonizing them so far as possible so as to give force to each without destroying the meaning or intent of the other.—*City of Los Angeles vs. Oliver*, 283 Pac. 298 (Dec. 3, 1929).

Defective Streets

Failure of city to maintain barriers at terminus of street at precipice reasonably sufficient to prevent accident, or to light or otherwise guard the same, did not constitute a nuisance within Civ. Code, § 3479, as respecting defense of contributory negligence.

Liability under St. 1923, p. 675, of a county, municipality, or school district

for injuries resulting from dangerous or defective condition of public streets, highways, or property, is based upon negligence of agents or servants, and contributory negligence is defense to actions to recover therefor.

Generally, liability of a municipal corporation for injuries from defects or obstructions in its streets is for negligence only, and it is not an insurer of the safety of travelers, but is required to exercise ordinary care to maintain streets in a reasonably safe condition for those using them in a proper manner.

Evidence of automobile driver's intoxication was relevant to issue of contributory negligence in action against city for death from defective street.—*Brooks vs. City of Monterey*, 283 Pac. 977 (Dec. 30, 1929).

Conflicting evidence as to condition of sidewalk made jury question in action for pedestrian's injury.—*Wieber vs. City of Everett*, 283 P. 1085.

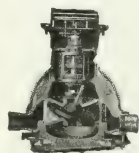
A traveler upon public street has right to presume that street is in ordinarily safe condition, because law enjoins upon authorities of municipality duty to exercise ordinary diligence to keep street in that condition.

City has duty to exercise ordinary diligence to keep sidewalk in reasonably safe condition for public travel,

and, when it was rendered unsafe, by reason of use of opening in sidewalk into which pedestrian fell, and authorities had notice of condition, or circumstances were such as to warrant presumption of notice, and city exacted an encroachment tax from plumbing company using opening in sidewalk, duty arose on part of city to warn public of danger by barriers or otherwise.

Whether doors to hole in sidewalk into which pedestrian fell, when doors were open, constituted proper or suitable warning or barrier to meet requirements imposed upon city by law, held to be question of fact for jury.—*Olson vs. City of Butte*, 283 Pac. 223 (Dec. 26, 1929).

Sunday Closing.—In the case of Bocci & Sons, et al. vs. Town of Lawndale, the supreme court of California, on January 28, 1930, held that an ordinance prohibiting the operation of a monument yard and certain other businesses on Sunday, while permitting others including crematories and cemeteries, to remain open, was unconstitutional and void, distinguishing from the case of *In Re Sumida*, 177 Cal. 388, which sustained an ordinance of Fowler along similar lines. (284 Pac. 654.)



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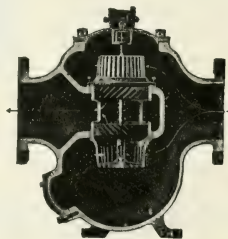
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In the case of *State vs. Kelly*, February 8, 1930, the supreme court of Kansas held that the owner of a moving picture show who opens and operates it on Sunday violates the revised statutes of that state. Two judges rendered a dissenting opinion. (284 Pac. 363.)

Tax Deed.—In the case of *Richards vs. Sellers*, the Cal. App. Court, on February 13, 1930, held that where a billboard 50 feet long and 10 feet high was standing on property at the time the holder of a tax certificate applied for a tax deed, showing the names of the owners of the billboard, then and in that case the property was "occupied," and it became the duty of the holder of the tax certificate to serve notice on the occupant in accordance with the provisions of the street improvement act of 1911. (285 Cal. 391.)

Pedestrian's Contributory Negligence.—Mich. Complaint alleging pedestrian walking from pavement across parkway to sidewalk caught foot in wire, practically invisible because of snow, along sidewalk and fell, stated cause of action against city (Comp. Laws 1915, Sec. 4584 et seq.).—*Jablonski vs. Bay City*, 226 N.W. 865, 248 Mich. 306.

Ind. App.—Burden of showing contributory negligence resulting in injury from obstructed street is on city.—*City of Columbus vs. Goodnow*, 168 N.E. 191.

Mo. App. Contributory negligence held for jury, where plaintiff ran against rope stretched between poles in front of defendant's store.—*Kingsbury vs. Schrader*, 20 S.W. (2d) 537.

Zoning.—In the case of *City of North Muskegon vs. Miller*, the supreme court of Michigan held that an ordinance restricting property to dwelling purposes and similar uses was unreasonable as respecting marshy lowlands adjacent to the city's dumping land. (227 N. W. 743.)

In the case of *Marblehead L. Co. vs. Los Angeles*, the U. S. District Court held that a zoning ordinance could include oil lands in a residential district which by a prior ordinance had been excluded therefrom. (36 Fed. 242.)

In the case of *State vs. Woodworth*, the Appellate Court of Ohio held that zone ordinances can only be sustained to protect or preserve public health, morals or safety, and in so far as they are designed to preserve the appearance of a certain neighborhood they are void. (169 N. E. 713.)

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

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Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the

purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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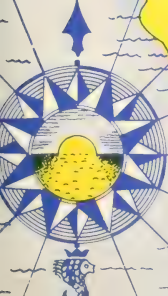
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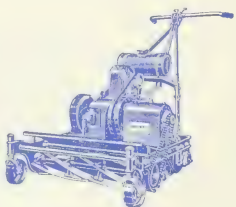
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Vol. XLIV
No. 6

June, 1930





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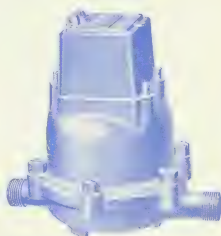
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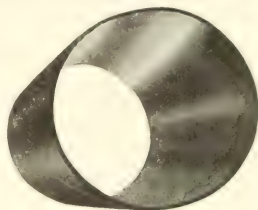
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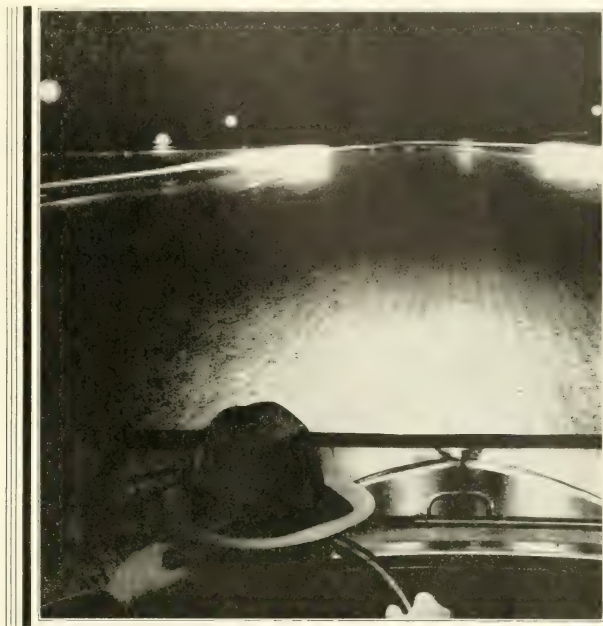
JUNE, 1930

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President's Page

by Gordon Whitnall, President

NATIONAL CONFERENCE ON CITY PLANNING

THE National Conference on City Planning which meets in Denver beginning June 23 is being urged to begin its 1932 convention during the "X OLYMPIAD" in Los Angeles. It is intended that the hundreds of delegates, many of whom it is hoped will attend from foreign countries, will make it the occasion of a Pacific Coast Conference and schedule their trips so as to enter the coast area one way and leave by another, visiting as many of our coast cities as time will permit.

In view of the coastwide nature of the proposed event, many cities have already sent their official invitations to be presented at the time of the Denver meeting. It would be a wonderful demonstration of the Pacific Coast spirit if you who are reading these words would immediately take it upon yourself to see that your city officially joins in this blanket invitation to the Planners of the world to meet in the Golden West in 1932. Just send your communication to the National Conference on City Planning, Brown-Palace Hotel, Denver, Colorado.

PRESIDENTIAL VISITS

As mentioned elsewhere in this issue, I contemplate devoting the whole month of July visiting the various cities along the Pacific Coast and particularly in the State of California. This I plan to do as President of the League of California Municipalities, and I want this time and effort to be my contribution towards the advancement of the League and the cities which it represents. The League of California Municipalities is already acknowledged to be the leading League in the nation both as to size and as to activity. The possible contributions of the League through its service to the perfection of municipal government in our cities is unlimited.

It is an interesting and acknowledged fact that the cities of the Pacific Coast have successfully pioneered more innovations in meritorious fea-

tures of municipal government than probably all other cities in the country combined. Among the subjects that might be mentioned in this connection are, the initiative referendum and recall, complete application of Civil Service, the establishment of official recreational departments, the employment of public regulations to protect the uses of property now known as "Zoning," the establishment of official regional planning, large scale public hydro-electric power development.

Several Contributing Causes

There are probably several contributing causes to this interesting situation—the League of California Municipalities certainly is not the least of these causes. It is not so much that the League has itself sponsored these endeavors, because as a matter of fact it has not, it is rather because the League offers a most effective medium through which one city becomes immediately acquainted with the experiences of other cities and thus the accomplishments of one at once become the possible accomplishments of all.

It is impossible in this connection to separate the League from its official publication, PACIFIC MUNICIPALITIES. It is as though the League was the assembly hall in which the cities meet, but PACIFIC MUNICIPALITIES, the magazine, is the loudspeaker that makes it possible for all to hear all that is going on.

Contributing Causes

Speaking of causes that have contributed towards the progressive attitude of Pacific Coast Municipalities, I have always been interested in visualizing the movement of population to the western coast and the causes that have prompted it. I have become convinced that when one studies and understands the urge that prompts so many people to migrate westward, that one discovers at the same time just why the western cities as a whole are so much more forward looking.

From our standpoint it might be said that the population of the country consists of two classes—one of

those being the class that felt the urge to go West and did so and the other class being those who felt no urge and consequently have remained where they are.

It occurs to me that taking these classes as a group, that there must be a different mental attitude towards life on the part of those who did get the urge and who did move West. Even in this modern day when our frontier has passed into history there is probably that same spirit in the breast of some people that in past years gave rise to our romantic pioneers. Whether it be the spirit of unrest or whether it be the desire to better one's condition and a willingness to indulge in adventure with the uncertainties that result, it is nevertheless quite self-evident that the person or the group who reacts to that quality is probably quite different from the more phlegmatic mentally content and highly un-initiative person or group who is perfectly willing to continue in the condition that they have always been in.

The advent of the flivver in place of the covered wagon does not seem to make much difference in the outlook upon life on the part of the passengers of those two forms of transportation. It seems that the natural process of selection is still at work, and that as a consequence there is very little fundamental difference between the 49ers and the 29ers.

Reasonable to Assume

It seems quite reasonable to assume, therefore, that the mental attitude that would prompt individual initiative is the same quality that will prompt group initiative. To hold this opinion does not necessarily infer that the great teeming population of the Middle West and the East is of less quality than that which has congregated on the Pacific Coast—it means rather that it is of different quality, but the comparison certainly is not detrimental to either the people of the Pacific Coast or the great social institutions they have set up, not the least of which are our many thriving and progressive cities.



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Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

COUNCIL MEETINGS

How They Are Conducted in California.

Different practices appear to exist in California Cities regarding the manner of conducting council meetings and transacting public business. Recently a questionnaire was sent to the city clerks throughout the state for the purpose of ascertaining these different practices. One hundred and ninety-seven replies were received up to the time this article was written. They disclose some interesting and illuminating variations of more or less importance. The questions, together with the replies received, are as follows:

1. "Do you (the city clerk) prepare for each council member a list of the communications, hearings and other matters to come up at the meetings?"

Fifty-seven (57) affirmative answers were received in reply to this question. They show that this practice is followed in Alameda, Arcata, Avalon, Azusa, Berkeley, Beverly Hills, Brea, Burbank, Calipatria, Coalinga, Compton, Corona, Coronado, El Cajon, El Centro, El Monte, Escondido, Eureka, Fort Bragg, Fresno, Glendale, Grass Valley, Huntington Park, Imperial, Inglewood, Larkspur, Long Beach, Los Angeles, Maywood, Modesto, Monrovia, Monterey, Oakland, Ocean-side, Ojai, Orange, Palo Alto, Patterson, Piedmont, Salinas, San Buenaventura, San Fernando, San Francisco, San Jose, San Leandro, San Marino, San Mateo, Santa Ana, Santa Barbara, Santa Rosa, Sausalito, Signal Hill, South San Francisco, Torrance, Ukiah, Walnut Creek, Willow Glen and Willows.

2. "Do the members of your council meet informally and privately before the official meetings in order

to be apprised of the business coming up?"

To this question the clerks of fifty-nine (59) cities answered "Yes", while forty-six (46) others reported that the practice was followed occasionally. The fifty-nine cities in which private preliminary meetings of the council members is a regular practice are: Alameda, Anaheim, Arcadia, Arcata, Azusa, Bakersfield, Berkeley, Brea, Burbank, Burlingame, Compton, Culver City, Daly City, Emeryville, Eureka, Fresno, Glendale, Hanford, Hawthorne, Hayward, Hermosa Beach, Huntington Beach, Huntington Park, Inglewood, Larkspur, Lindsay, Long Beach, Montebello, Monterey, Monterey Park, Oakland, Ocean-side, Orange, Pacific Grove, Pasadena, Patterson, Petaluma, Pinole, Redondo Beach, Richmond, Salinas, San Anselmo, San Bruno, San Jose, San Leandro, San Mateo, Santa Ana, Santa Rosa, Sausalito, Signal Hill, South Gate, South Pasadena, Stockton, Taft, Tujunga, Ukiah, Vallejo, Whittier, and Willows, while the forty-six (46) cities in which the practice is followed on occasions are: Angels Camp, Beaumont, Chula Vista, Claremont, Colfax, Corona, Coronado, Crescent City, El Cajon, Escondido, Exeter, Fairfield, Fillmore, Gridley, Holtville, Imperial, King, La Verne, Lakeport, Lynwood, Manteca, Mar-

The Subdivision Improvement Association

At a meeting of the Board of Directors of the League held May 29th, the Secretary-Manager was instructed to investigate the activities of the so-called "Subdivision Improvement Association," which recently flooded the state with circulars made up in the form of a bill wherein it was intimated that certain public improvements would be initiated if the amount of the bill was paid by a specified date.

Inquiry disclosed the fact that the scheme had already been called to the attention of the postal authorities, who found that its promoters had received about \$8,000 in checks at their San Francisco headquarters, and \$1,500 at Los Angeles. They were warned that if any of the checks were cashed arrests would follow immediately, which resulted in the receipt of a promise that all checks would be returned to their makers.

tinez, Marysville, Modesto, North Sacramento, Ojai, Ontario, Piedmont, Placentia, Redding, Redlands, Redwood City, Riverside, San Marino, Santa Barbara, Santa Cruz, Santa Maria, Santa Paula, Sierra Madre, South San Francisco, Sutter Creek, Tracy, Tulare, Whittier, Willow Glen, and Woodland.

3. "Are the minutes typed or mimeographed and sent to each councilman after the meeting?"

The replies show that this practice is followed in thirty-one (31) cities, to-wit: Berkeley, Beverly Hills, Burbank, Chula Vista, Colton, Compton, Eureka, Glendale, Huntington Beach, Huntington Park, Inglewood, Los Angeles, Montebello, Mountain View, Palo Alto, Piedmont, Pomona, Redondo Beach, Redwood City, Richmond, San Fernando, San Francisco, San Jose, Santa Ana, Signal Hill, Stockton, Torrance, Tulare, Watsonville, Whittier, and Woodland.

4. "If typed or mimeographed copies are sent to each councilman as aforesaid, are the minutes read in full at the next meeting or are they approved without reading?"

The replies to this question show that, under the circumstances recited, it is the practice in twenty-six (26) cities to dispense with the reading of the minutes. The cities

(Turn to Page 226)

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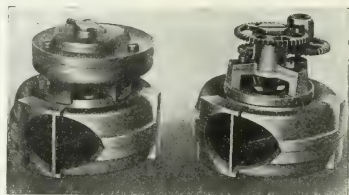
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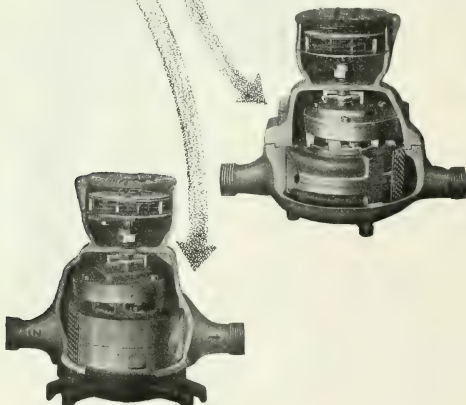


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LOS ANGELES FIRE DEPT.

Municipal Executives

(Series No. 16)

Portraits of busy officials who devote their efforts to the upbuilding of the Western Empire



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Chief Engineer
SAN FRANCISCO FIRE DEPT.



CLYDE L. JENKEN
City Engin'r & Water Supt.
SANTA ANA, CALIF.



CLARENCE A. WILLIAMS
Mayor
TAFT, CALIF.



J. M. TONER
Supervisor
SAN FRANCISCO, CALIF.



PERRY THOMAS
Vice-Pres., City Plan. Com.
LOS ANGELES, CALIF.



E. C. SIEWERT
Councilman
WHITTIER, CALIF.



J. J. LYNCH
City Clerk
SAN JOSE, CALIF.



J. W. BRENNAN
Port Director
SAN DIEGO, CALIF.

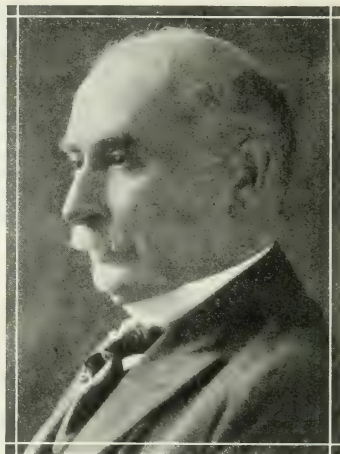


G. B. SPRADLING
Mayor
CARSON CITY, NEVADA

HETCH HETCHY WATER SERVICE PROJECT

By M. M. O'SHAUGHNESSY

City Engineer, San Francisco



M. M. O'SHAUGHNESSY, *City Engineer*
San Francisco

THE Hetch Hetchy project is being built by San Francisco to furnish two fundamental utilities. The first and most important is an adequate water supply. The second, hydro-electric power, a by-product of the water supply, generated by the fall of the water in its transit from the mountain reservoirs to the San Joaquin Valley, will produce a large revenue to aid in reducing taxes.

Few City Projects Larger

There are very few cities in the world that have constructed larger projects. This will supply water enough for a future population of at least five million people. At the present time there are less than one and one-quarter million people on the two sides of San Francisco Bay. Moccasin Power Plant, the first major plant completed, delivers nearly three-fourths of the power now used for all purposes in San Francisco.

Why was it necessary for the municipality to supplant the private corporation supplying water to the city? That company owned the peninsular reservoirs in San Mateo County and the transbay supply from watersheds in Santa Clara and Alameda counties, a total watershed of 62,000 acres. The city, comprising 27,000 acres of land, reached the limit of its demand on the capacity of the peninsular lakes in 1888. The transbay sources were then

added and are now furnishing two-thirds of the total supply. Investigations proved that it was wiser for San Francisco as a city to create all further additions to the water supply which must be made. Because of the magnitude of the undertaking and because it is the accepted policy for all progressive cities of this size to be free from private control of a water supply, it became the duty of the city government to underwrite the project.

A few years prior to 1908 investigations of possible municipal sources were started. Fourteen supplies throughout central and northern California were studied by engineers. They reported Hetch Hetchy to be the best in quality, power possibilities, and least expensive to construct and operate. Because the proposed reservoirs were in the Yosemite National Park, permission for the construction had to be granted by the Federal Government. This limited permission was first given San Francisco by Secretary of the Interior Garfield, after eight years of waiting, in 1908. Two years later, in 1910, the people, by a twenty to one vote, authorized \$45,000,000 in bonds to build the system.

Opposition Crops Up

Then the trouble began. Opposition cropped out from four sources: by the private Spring Valley Water Company, the Turlock-Modesto Irriga-

tion Districts, power promoters, and sentimental nature lovers. It required four years to satisfy the Federal Government in Washington that there were more reasons to justify San Francisco's application than objections presented by opposing forces.

Settled by Congress

It was finally settled by Act of Congress in 1913 granting rights to San Francisco to build dams and use water from this watershed of 420,000 acres in the northern part of Yosemite National Park. There were many points in the Act limiting San Francisco's rights and making certain demands: (1) Most important was the agreement that the farmers on the Tuolumne River would be assured the same amount of water for irrigation that they hitherto had been using; (2) San Francisco must build hydro-electric power plants early in the construction program; (3) San Francisco is now paying \$20,000 and must ultimately pay the Government \$30,000 tolls annually as rental for use of lands belonging to the Government of the United States.

Actual construction work began in July, 1914, the same year and time that the Great War started. The policy adopted was to build that part first which would bring a quick return on the investment. That means the 100,000 h.p. Moccasin Power Plant which

has been producing power since 1925. The present need for water in San Francisco may be met by the resources of the Alameda Creek properties for a period of three years. However, as the bay crossing pipes were inadequate to carry the additional water from Alameda County, San Francisco built the Bay Division portion of the Hetch Hetchy aqueduct, twenty-two miles long, costing \$6,000,000 (completed in May, 1926), and uses it to carry additional water from the Alameda Creek system. Note that the two ends of the project are completed (1) to bring an income from power from the mountain end while the remainder is being built, and (2) to avoid local water shortage in San Francisco resulting from inadequate Spring Valley water pipes across the bay.

Water for San Francisco

Since 1858 water has been supplied to San Francisco by the Spring Valley Water Company. In 1922 the city secured an option to purchase all the company's properties, including over 62,000 acres, also all dams, pipes, reservoirs and services, during a period expiring in 1933, for \$37,000,000 plus any capital extensions made to the system. This purchase was approved by a popular vote of over four to one on May 1, 1928, with over 100,000 votes cast. The city of San Francisco assumed possession of Spring Valley on March 3, 1930, for a consideration of approximately \$40,000,000.

Now to give you a general idea of the Hetch Hetchy project:

EFFICIENT AIDS



L. T. McAFEE



NELSON A. ECKART

The direct execution of the vast Hetch Hetchy project has been entrusted to Chief O'Shaughnessy's able assistants, N. A. Eckart, First Assistant City Engineer, and L. T. McAfee, Construction Engineer. On March 8, San Francisco took over the great Spring Valley water system and at that time Eckart was promoted to general manager in charge of same, McAfee assuming position of First Assistant City Engineer, Hetch Hetchy project.

There are now two main storage reservoirs completed, Hetch Hetchy Lake with 67 billion gallons, 3700 feet above the sea, and Lake Eleanor, four miles northwest from Hetch Hetchy, with 8 billion gallons, 4660 feet above the sea, draining a distinctly separate

watershed. The outlet from Eleanor is Cherry River, tributary to the Tuolumne River, with which it unites at a point about 13 miles below Hetch Hetchy. At Early Intake, on the Tuolumne River, 2326 feet elevation, 12 miles below O'Shaughnessy Dam,



BEAUTIFUL HETCH HETCHY LAKE

This splendid body of water was created by the erection of the O'Shaughnessy Dam and although man-made is not surpassed in beauty and surroundings. A wonder spot at California.

we have made the entrance to our 10 ft. 3 in. diameter tunnel aqueduct.

Twenty-Mile Tunnel

This tunnel, twenty miles long, with a fall of 8 feet per mile, carries 470 million gallons of water daily. From Priest Reservoir, at the end of this first tunnel, this water drops 1316 feet vertically, through four penstock pipes to Moccasin Power House at 926 feet elevation, to rotate eight giant water wheels and produce 1 1-3 million kilowatt-hours of energy each day. Below the power house the water is again caught by a dam, the sixth on the system, to continue its way in a 16-mile tunnel through the foothills, with inlet elevation 888 feet, to the eastern edge of the San Joaquin Valley, about three miles southeast of Knights Ferry.

It crosses that valley for 47 miles in a steel pipe, to Tesla Portal, seven miles south of Tracy, through the hills in Alameda County by 29 miles of tunnel, terminating at Irvington, across San Francisco Bay by submarine pipe and bridge at Dumbarton Strait, and then by pipe and tunnel into Crystal

Springs Reservoir just outside the city, delivering water at 290 feet above the sea. Thus you have all gravity flow from two reservoirs in the high Sierra through tunnels, power house and pipe line into the lakes in San Mateo County now used for storage of San Francisco water. The whole length is 167 miles from Hetch Hetchy, 12 miles Tuolumne River bed, 85 miles tunnels (everlasting, and maintaining the purity of the water), and 70 miles of pressure pipes.

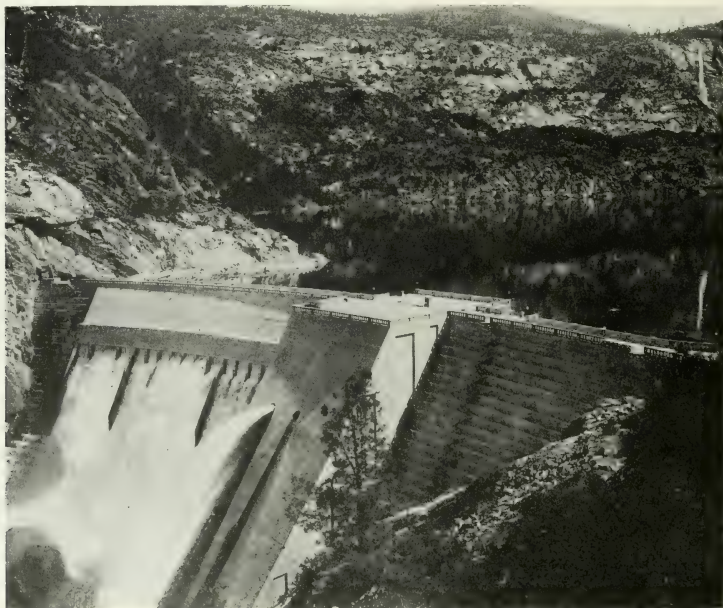
Dam Forms Reservoir

Hetch Hetchy Reservoir is formed by the O'Shaughnessy Dam and the Tuolumne River. The valley originally had a flat, sandy floor, the river winding across it, and contained scattered groups of trees which were removed. It was at one time occupied by a huge glacier which carried large boulders and deposited them in the neck where the dam is now built. The falls on the left are called Tueeulala, and those on the right Wapama. The tall cliff between them is El Capitan Jr. The high peak on the south side is Kolana Rock. One can see how the

shape of the valley makes it an ideal reservoir: (1) Because the bottom is flat, and (2) because the walls are steep and inaccessible for travelers. The greatest width is two-thirds of a mile, this main part being 1½ miles long, and the total length 7 miles (very narrow above Kolana Rock). Future addition to the height of the dam will make this lake 310 feet deep. The present reservoir when full is 225 feet deep and holds as much water as San Francisco uses in four years, and this can all be caught here each flood season in two weeks.

Largest of Six Dams

O'Shaughnessy Dam is the largest of the six dams now completed, with 398,000 cubic yards of concrete. It is called a gravity-arch type. It is one of the six largest dams in the world. Gravity pull on the great mass and width of the base is enough to resist all push by water on the upstream side. The quantity of concrete used would be sufficient to build a concrete highway of usual dimensions from Hetch Hetchy to San Francisco—170 miles. It required 3½ years to build,



O'Shaughnessy Dam

and cost nearly \$7,000,000. Excavation for a firm foundation extended a maximum of 118 feet through boulders and gravel below streambed.

Only One Dam Higher

There are 227 feet above streambed total height of 345 feet. Only one dam in this country is higher—Arrow-rock Dam, Idaho, 10 feet more in total height. Here is a point to note: This foundation is now built and extended 80 feet down stream below the toe of the dam to carry the ultimate dam, which will be 85 feet taller and hold 348,000 acre-feet or 113 billion gallons of water. The two ends are thinner than the center section. When water demands of the city require more storage capacity here, those ends will be thickened to equal the center and 85 feet of height added to the crest. That will add 70 per cent to the lake capacity.

It is interesting to note what was done to by-pass the stream while building the dam. A tunnel 1000 feet long was driven in the rock on the south side of the channel. It is 23 feet wide by 25 feet in height—once and one-half the size of Twin Peaks Tunnel—and remains with three valves in it as the lowest outlet through the dam.

Nine Other Outlets

There are nine other outlets through the dam; six are five-foot conduits containing balanced valves in the thick center section. They are used to discharge water from the lake through the dry season as it is needed for the city. There are five expansion joints fitted with copper plate water stops to obviate temperature stresses, in the length of the dam.

The dam at Lake Eleanor will also be about over 150 feet higher, of rock fill, when the proper time comes. Although all materials and supplies had to be hauled in trucks over difficult roads 12 miles across the mountains from Hetch Hetchy, the present structure was built by the city's engineers in the remarkably short time of nine months. It is 1200 feet long by 70 feet high, with 20 concrete arches, and cost about \$300,000.

So much on storage reservoirs.

Aqueduct Maintains Purity

The aqueduct—the greatest expense on the project—will maintain the extraordinary purity of Hetch Hetchy



DUMBARTON PIPELINE CROSSING

Hetch Hetchy Water Service Project

water by carrying it inclosed by tunnels and pipe all the way—no open ditches. As it leaves the mountain reservoirs the water is satisfactory for automobile storage batteries.

Does any one want to guess how much it costs per linear foot to drive a tunnel through the solid granite? It has to be drilled by punching 40 drill holes into the granite every 10 feet of length and blasted, using \$7 worth of powder to each linear foot, to a 12-foot section, and then lined with six inches of concrete. The cost runs from \$68 to \$82 per foot. There are 85 miles of tunnels planned—not all as expensive, however.

Moccasin Power Plant

A word in regard to the big power plant now completed at Moccasin, 34 miles below Hetch Hetchy. Priest Dam, 145 feet high, was built to make a regulating reservoir of one billion gallons capacity. The power house contains four generators driven by eight 12 ft. 4 in. water wheels, of 100,000 h.p. total capacity. To get water to these wheels two 9-foot pipes branch successively into four 5½-foot pipes and finally into eight 3-foot pipes of heavy welded steel. Since August 21, 1925, this plant has produced electric energy worth \$2,300,000 wholesale each year. Power sales passed the \$10,000,000 mark in March, 1930.

Have you ever thought of the great amount of preliminary work and expense on a project like this?

Transportation—A 68-mile standard gauge railroad was built and

equipped at a cost of \$3,000,000. Also wagon roads—many miles of them. A sawmill, built by the city, furnished millions of feet of lumber used for tunnel work, railroad and buildings. A construction power plant using water from Lake Eleanor and Cherry River supplied all electric energy needed in the mountain work for air compressors, lights, fans, etc. Surplus energy from this plant has been sold through a power company, bringing a total income to date of over \$500,000.

By the end of 1929 all units of the work had been completed except the Coast Range tunnel and the San Joaquin Valley pipe line. It is expected that these will be completed in 1932.

Coast Range Tunnel

The Coast Range tunnel is 28.6 miles long. It extends from Tesla Portal, 7 miles south of Tracy, to Irvington Portal, near the town of Irvington. At present (March, 1930) 1200 men are employed in this construction and ten miles of tunnel have been driven. Five shafts, two of them over 800 feet deep, were sunk to facilitate the work and tunneling is carried on in both directions from the bottom of each shaft, and from four portals, or from 14 working faces in all.

Construction of the San Joaquin pipe line will be begun when the tunnel work is a little further advanced, so that these two units may be completed simultaneously.

SALT LAKE CITY WAGES SUCCESSFUL SMOKE ABATEMENT CAMPAIGN

ONE of the most enlightened smoke abatement campaigns that has been waged in this country is that conducted for the past several years in Salt Lake City, Utah, according to the United States Bureau of Mines, Department of Commerce. The campaign was inaugurated by the municipal authorities in cooperation with the Bureau of Mines and the University of Utah in 1919, and the result has been to reduce at least 90 per cent of the smoke from large industrial and heating plants.

Location of City

The location of Salt Lake City is such as to make the emission from industrial and domestic chimneys of large quantities of smoke a serious problem. The altitude of the city is 4,500 feet; it covers about 30 square miles, and is protected on three sides with a high mountain wall 3,000 to 6,000 feet higher than the city. The wind velocity in the early morning and evening is quite low, being only about six miles an hour at a point 200 feet above the streets in the downtown section.

Utah bituminous coal of high volatile content, is the principal fuel. It is fairly hard, does not slack, contains little moisture and ash, and has fairly high calorific values. It smokes badly when improperly handled, and requires a large supply of secondary air for efficient combustion.

Survey During Winter

The survey conducted during the winter months of 1919 and 1920, showed that industrial and large heating plants were responsible for 44.58 per cent of the smoke residences for 21.83 per cent, railroads for 18.38 per cent, small heating plants 9.04 per cent, and miscellaneous consumers 6.17 per cent.

The smoke produced by large heating and industrial plants in the business district of the city was found to be the real backbone of the problem. The survey indicated that most of these plants were producing 35 per cent as much smoke as it was possible for them to produce; the fact that in

1930 the plants produced less than two per cent of the possible volume of smoke shows what can be accomplished.

A survey was made of all the worst plants so that recommendations for improvement might be made when a smoke department was organized. A study was made of the domestic heating problem. Methods of firing were studied and it was found to be entirely possible to reduce smoke from this class of equipment to a low minimum. Methods of starting fires were emphasized and instructions to domestic furnace operators formulated.

Department Organized

In 1921 a Department of Smoke Inspection and Abatement was organized. An ordinance was drawn according to the plan recommended in the report made by the United States Bureau of Mines. It was patterned after those of other cities and was designed to take care of local conditions as far as possible. It defined a violation in terms of Ringleman chart densities, specifying a period exceeding one minute of No. 3 smoke, or a total of six minutes in any one hour, as constituting a violation. Rules governing the installation of new equipment covered the items of draft, size of combustion chamber, stoking equipment, boiler room ventilation, minimum distances of boiler surfaces to grates, visibility of top of chimney, and so forth. One thing worthy of note is the fact that new residence equipment was covered.

Controllable Factors

The controllable factors are primarily concerned with draft. Chimney size and construction is specified, as well as position of furnace with respect to chimney. The furnace chimney must be independent and free from all other connection such as water heaters, stoves, and the like. There is nothing in the ordinance specifying the design of ordinary domestic heating furnaces; however, when the larger homes use furnaces having an equivalent rating of 25 boiler horsepower, such equipment is governed by the power and

heating plant code, and the provisions therein must be met.

A vigorous educational campaign was undertaken with all classes of fuel consumers. All of the large industrial and heating plants were instructed in regard to desirable mechanical changes. The railroads were asked to equip all engines with smoke prevention devices, and house holders were instructed in regard to methods for the burning of bituminous coal with a minimum amount of smoke.

Interesting Feature

An interesting feature of the campaign was the construction of an observation tower 270 feet high from the street on top of a centrally located building. Telephone connections were made with about 1,300 plants and whenever a chimney was seen to smoke the fireman was notified by telephone. Records were kept of each plant during the entire daylight period. A searchlight was installed to aid in regulating smoke during the evening hours.

The following conclusions are drawn by the Bureau of Mines regarding the smoke abatement campaign in Salt Lake City.

The smoke from large industrial and heating plants has been reduced at least 90 per cent. This reduction was effected by cooperative methods in improving plants and instructing firemen, and through a system of rigid inspection and control.

Observation Tower

An observation tower is very effective in a smoke-abatement campaign.

Small heating plants, heretofore neglected in similar smoke-abatement campaigns, can successfully be converted into smokeless types at small cost. Every plant in the business and industrial section of the city is now in condition to operate within the smoke ordinance.

Railroad locomotives now contribute little to the smoke nuisance. Cinder fall in the railroad district is still high, and its elimination is a problem.

With present equipment and the present smoke ordinance and organiza-

tion, the smoke from all plants, except residences, can be kept low enough not to create a smoke cloud.

To be successful, a smoke-abatement campaign must be continuous. Inspection of heating plants during the summer months is necessary to keep these plants in proper condition.

After 10 years of activity in smoke abatement, and in spite of the substan-

tial reduction effected, the smoke problem in Salt Lake City has not yet been completely solved. Permanent relief will depend on complete elimination of residence smoke. So long as any appreciable amount of smoke is made in the residence section, a smoke cloud will be formed.

One suggested solution is the possibility of coordinating natural gas and

coal interests so that by-product coke ovens will supply domestic coke to householders and coke-oven gas to the gas company. If the gas company could sell more and cheaper gas, the coal interests at least would hold their present market for coal, and the citizens of Salt Lake City would profit by a smokeless atmosphere and a cheaper gas service. All parties would benefit.

Scientific Sewage Treatment

By CLYDE C. KENNEDY, M. Am. Soc. C. E.

Consulting Engineer; City Engineer for Several Coast Cities

NO SCIENTIFIC problem in the engineering field has greater interest to the layman than that of sewage treatment. This is in marked contrast to the popular attitude of twenty years ago when, to the average citizen, the proper disposal of sewage was accomplished when it was conveyed from the fixtures of the house or from the immediate vicinity of the municipality and dumped in its raw and most offensive state into the nearest stream channel or adjacent shore line of lake, bay or ocean.

City Dwellers

Today we have become not only a nation but a world of city dwellers, speaking of the civilized portion, the necessities and luxuries of which are produced in endless variety and amount through the magic of modern industrial engineering and chemistry in great plants requiring hundreds and thousands of workers. Such plants inevitably centralize population. As an adjunct of plant operation, water, sometimes in tremendous volume, is used to cool, wash and convey the materials of manufacture. This water, carrying the waste products from the plant, is discharged into the sewers, conveying quantities of material, sometimes of a more offensive nature, into stream or other body of water.

Density of Population

With our increasing density of population has come a growing appreciation of these encroachments that have been made on the self-purifying capacity of our streams and coastal waters. While not minimizing the health menace from sewage pollution, we have progressed to the stage where we are demanding that domestic and industrial wastes shall be so treated that, when finally discharged into a body of water, they shall not interfere with the right of the public in its further and repeated use for domestic, industrial and recreational purposes.



This means that not only shall the water be free from disease-producing organisms, but that the load of oxidizable wastes placed on the stream shall not be sufficient to seriously deplete the oxygen content of the stream or to render the water obnoxious in sight or odor.

The self-purification of streams is a phenomenon that has been familiar for many years without an understanding of the scientific basis for it. The supply of additional oxygen through surface absorption is now known to be the purifying agent and the ratio of the depletion of the dissolved oxygen in the oxidation process to the surface absorption is the determining factor in the ability of a stream to purify itself.

Normal sewage wastes are highly putrescible and in decomposition require great quantities of oxygen in the early stages to combine with the products of decomposition if odors and nuisance are prevented.

Oxygen in Water

The amount of oxygen in water at ordinary temperatures is approxi-

mately eight parts per million. The amount of oxygen which must remain in water if fish life is to be maintained is not less than two parts per million. The biochemical oxygen of sewage and industrial wastes varies from 200 parts per million to 20,000 parts per million. The great proportion of this demand comes quickly after its discharge. It is obvious from the curve of momentary biochemical oxygen demand that streams cannot receive the discharge of raw sewage in any appreciable quantity without local nuisance near the point of discharge. Also nuisance may develop at a point some miles downstream, where curve of oxygen saturation is at a minimum.

Treatment a Process

In brief, sewage treatment may be stated as a process of reducing the oxygen demand by reducing the suspended, colloidal and dissolved mineral and organic waste matter in the sewage. It follows that with different conditions as to volume and character of sewage and place of disposal, the type of treatment should be varied to secure the most economical result.

Treatment of sewage is, in general, divided into two stages—primary and secondary. Primary treatment includes the processes which remove the contaminating waste matter by processes of physical separation. These are fixed bar screens, revolving mechanical screens, skimming devices for removing greases and floating solids, and sedimentation tanks. They are used separately and in different combinations, depending on the conditions to be met. Of those enumerated above the major processes are mechanical screening and sedimentation.

Mechanical Screens

Mechanical screens are adaptable where fresh, undecomposed solids can be quickly removed from the sewage, preliminary to some oxidation process,



Left: General view, Dunsmuir, Calif., sewage treatment plant, showing primary clarifier, simple aerators, secondary clarifier, sludge digestion tank and sludge drying beds in background. Center: Construction view, Wheatland, Calif., treatment plant. Right: Main sewer suspension span crossing Sacramento River, Dunsmuir, Calif., sewer system.

generally activated sludge. The prime advantage of the process is that the solids have a low water content—hence comparatively little volume. It is also less costly in original installation. Its disadvantage is in the low percentage of removal of solids, usually less than 15 per cent.

Sedimentation tanks had their beginning in the primitive cess-pool and developed through the septic tank, two-story Travis and Imhoff tank and separate sludge digestion tanks, either of the Imhoff or mechanical removal type. They effect relatively high percentages of removal (from 50 to 75 per cent).

Removal of Solids

The solids removed by physical separation may be buried, burned, dumped at sea or digested in tanks. Of these processes the only one which does not create an actual or potential health

gen, to supply which, by methods of treatment is expensive and, where possible, for this reason, to be avoided. It was discovered about forty years ago that a certain group of organisms living in a medium devoid of oxygen had the faculty of breaking down organic matter, liberating the gaseous elements and leaving a mineralized residue of relatively small volume and simple constitution, which would dry readily in the air without objectionable odor. Out of this discovery has come the present highly developed and rather well understood sludge digestion process.

Sludge Digestion

Sludge digestion takes place with any degree of rapidity, only in slightly alkaline solutions, at temperatures between 70 and 80 degrees Fahrenheit. In well operated modern plants both the alkalinity and temperature are

circulating the hot water through a pipe coil around the wall of the digestion tank.

Due to the increased speed of digestion the size of the digestion tank has been greatly reduced with a very considerable saving in cost.

The secondary processes of sewage treatment are those which remove and oxidize the finely suspended colloidal and dissolved wastes. Many methods have been employed for this purpose. As stated earlier in this paper, streams will effect such oxidation if the demand at any time does not exceed the purifying capacity of the stream. Percolation through natural soil or sand or gravel beds is equally effective within the limits of the bacterial life there.

Oxidation Treatment

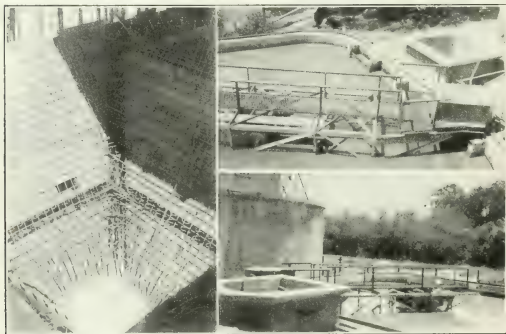
Artificial oxidation treatment processes include contact filters, intermittent sand filters, trickling or sprinkling filters and activated sludge plants.

Bearing in mind what was said as to the rate of oxygen demand during different periods of oxidation, it is obvious for the process to proceed without nuisance, at any stage, that the available oxygen at every stage must equal the demand at that stage.

As an adjunct to sewage treatment of any process, it is highly desirable that an effluent which may, by any chance spread disease, should be free from disease-producing organisms. To accomplish, sterilization by germicidal dosages is necessary. The standard process, heretofore, has been liquid chlorine. The cost of such sterilization has always been a strong deterrent to its faithful continued use. Much effort has been given to the discovery of a more effective and economical substitute. At the present time, in my laboratory, we have developed a method for the production and application of chloramine, a sterilizing agent at least four times as effective as chlorine and almost correspondingly cheaper.

Sewage Reclamation

I have not discussed one outstanding local phase of sewage treatment. That is the reclamation of sewage for re-use



Left: Aeration tank under construction, Dunsmuir, Calif., plant. Top: Screen chamber of clarifier, Roseville, Calif., sewage treatment plant. Above right: Roseville plant; screen chamber, clarifier and digester.

menace is that of tank digestion. It is in this field that the great scientific progress has been made during the last twenty years.

As previously discussed, the direct biochemical oxidation of sewage wastes requires great volumes of oxy-

maintained within these optimum limits.

The maintenance of proper temperatures has been solved in a most economical manner by the burning of the gas collected from the digestion tank, under an ordinary hot water boiler, and

either as an irrigation or industrial water supply. This problem has been in the mind of some of the sanitary engineers of the Pacific Coast for several years. The cost of sewage treatment to meet the exacting standard of the U. S. Public Health Service is appreciably below the cost of water produced in any of the arid portions of southern California and is very much less than the cost of water supplied to the cities of the San Francisco Bay district. Here, where water is life, it is a very grave economic waste to permit sewage to flow into the bay and ocean. Sewage so reclaimed can be used over and over again with probably a 15 per cent waste for a thousand purposes, thereby releasing an equivalent amount of stored water for actual human consumption. We, of California, are prone to forget that thirty million people discharge sewage into the Ohio and Mississippi from which is drawn the water supply of Cincinnati, Louisville, St. Louis, Memphis and other important cities. We, with our



Sewage treatment plant, Sanitary District No. 1 of Marin County, Calif.; screen chamber, pumping plant, Imhoff tank, sludge beds and chlorinator house.

limited water supply, are wasting millions of gallons of water which can increase our available supply and make possible a greater development. Sci-

entific knowledge is available for the solution of the problem as soon as an awakened public sentiment is ready to use it.

Aviation Act To Be Enforced

The California State Chamber of Commerce, through its regional aeronautical committees has set up an organization to enforce the State Aviation Act of 1929, according to an announcement received today. This organization calls for the deputizing of a member of the sheriff's office in each county, to be responsible for the enforcement of the Act in that county.

To acquaint the deputy sheriffs of the nine central coast counties of California with their responsibilities in the enforcement of the Aviation Act of 1929, a meeting was held recently by

the Aeronautical Committee, Central Coast Council, State Chamber of Commerce, in San Francisco.

Julius Kahn, Jr., of the Western Air Express, who acted as chairman of the meeting stated that the fundamental reason for the set-up of this organization was to insure safety, the State Aviation Act of 1929 making it a misdemeanor to fly without a federal license, relating both the ships and pilots.

E. E. Mouton, Superintendent of Inspection, Aeronautical Branch, United States Department of Com-

merce brought out the desirability of an effective statewide agency to enforce the California law, and pledged the 100 per cent cooperation of his organization.

In addition to members of the committee, the following deputy sheriffs attended the meeting: Claude Wilson, Monterey County; J. R. Gillen, Santa Cruz County; J. M. Joseph, Contra Costa County; Paul Mantz, San Mateo County; E. J. Dirking, San Luis Obispo County; Charles Schlageler, San Benito County; L. T. Torres, Santa Clara County.

CONSUMERS URGED TO AVOID WATER WASTAGE

As a part of a campaign to instruct the public in the proper conservation of water, a pamphlet dealing with some of the most prevalent forms of water wastage is now being prepared and will shortly be sent out monthly with consumers' bills by the Los Angeles Department of Water and Power.

This announcement was received by Secretary-Manager Arnoll of the Los Angeles Chamber of Commerce, in a letter from H. A. Van Norman, chief engineer and general manager of the department which stressed the fact that although abundant water is assured for

future years by the recent passage of the \$38,800,000 bond issue, proper economy in its use is an unavoidable obligation which consumers owe to their fellow citizens.

The pamphlet will suggest that all water meters be watched for waste and that consumers learn to read them. It will urge that constant vigilance against leaky toilets and faucets be maintained and will incorporate a table showing the cost at city rates of leakage through given openings and the quantity of water wasted.

AERO EXPOSITION TO HAVE MODEL PLANE CONTEST

A non-flying scale model airplane contest for Northern California high

school and junior high school students will be a feature of the Pacific Coast Aeronautical Exposition to be held at the Oakland Municipal Airport from June 28 to July 6.

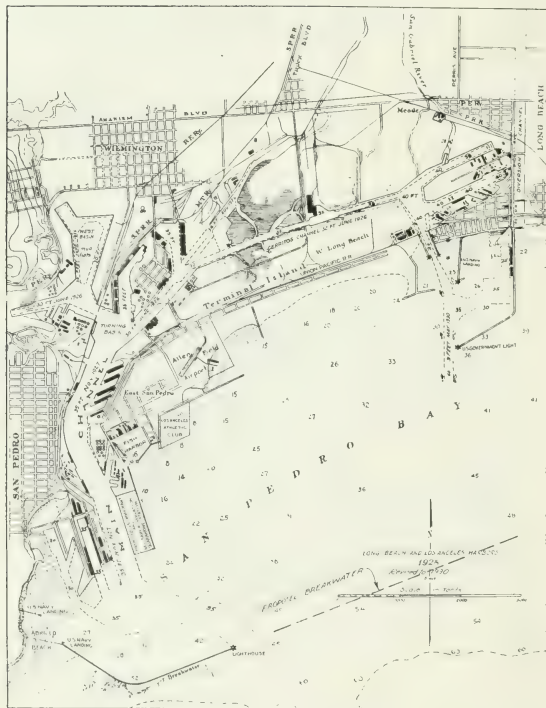
Walter H. Clar, air show board member, will be in charge of the event, and announces that the first award is to be a silver trophy, with the winner's name carved at the base.

Los Angeles.—Prohibition of parking along parts of twenty-one downtown streets between rush hours of 4:30 to 6 p. m., has resulted in great time saving for traffic. A study of one principal street revealed that traffic was speeded up from three to seven miles an hour by the elimination of parking.

THE PORT OF LONG BEACH

By R. G. MCGLONE .

Chief Engineer and General Manager



LONG BEACH-LOS ANGELES HARBOR

Situated on San Pedro Bay, Long Beach-Los Angeles Harbor lies 368 nautical miles from San Francisco, 97 from San Diego. Development now under way totals millions of dollars.



R. G. MCGLONE

SITUATED on San Pedro Bay, in latitude $33^{\circ} 43'$ north, longitude $118^{\circ} 16'$ west, Long Beach-Los Angeles harbor lies 368 nautical miles southeast of San Francisco and 97 nautical miles northwest of San Diego.

On the western end of the harbor are located the cities of San Pedro and Wilmington, both of which are included within the corporate limits of the city of Los Angeles, the business center of which lies approximately 20 miles inland and northwesterly of the harbor. The city of Long Beach, with a population of approximately 165,000, is located at the eastern end of the harbor and immediately adjacent thereto.

Under Divided Control

Although under the divided control of the municipalities of Long Beach and Los Angeles, the eastern and western portions of the harbor form a single unit which is divided by its natural formation into two physical divisions, unrelated to the dual civic jurisdiction, in the form of an outer and an inner harbor.

The outer harbor is protected by the high lands of San Pedro Hill on the west and the San Pedro breakwater,

HUMAN VISION and ENGINEERING SKILL OVERCOME NATURE'S OBSTACLES

extending from Point Firmin a distance of 11,150 feet along the 48-foot contour line into San Pedro Bay, while additional protection is afforded by the island of Santa Catalina, 25 miles distant.

Protected Anchorage

The protected anchorage in the outer harbor lying between the San Pedro breakwater and the 20-foot contour line comprises approximately 500 acres, where vessels provided with good holding tackle may lie secure at anchor in all weathers.

The inner harbor is formed by dredged channels, basins and slips and is protected from storms and waves by a natural sand formation, improved by hydraulic filling, known as Terminal Island, which extends from the western entrance at Reservation Point a distance of approximately four miles in an easterly direction to the eastern entrance near the city of Long Beach.

Area Lacked Advantages

The area now occupied by the Long Beach harbor district originally offered no natural advantages which would suggest its improvement as a harbor, and when such improvement was undertaken in 1906 it was, according to the best information obtainable, with the intent of reclaiming land for private gain. This area, as may be noted by consulting the coast and geodetic chart of that date, consisted largely of swamp or overflow land, interspersed with numerous crooked sloughs of shallow depths. These sloughs were



PORT OF LONG BEACH

Top: Piers A and B under construction in outer harbor. Bottom: Inner Harbor, Pier No. 1 under construction.

unsuited for commercial navigation, and the land, in its then condition, was not adapted to industrial or residential development.

In order to build up this area to an elevation suitable for development, it was necessary to secure material with which to carry on the process of reclamation, and, as this material could be obtained more economically through dredging than in any other way, the project took the form of harbor development, wherein the proposed harbor channels and basins were to furnish a source for the fill material.

Changes Resulted

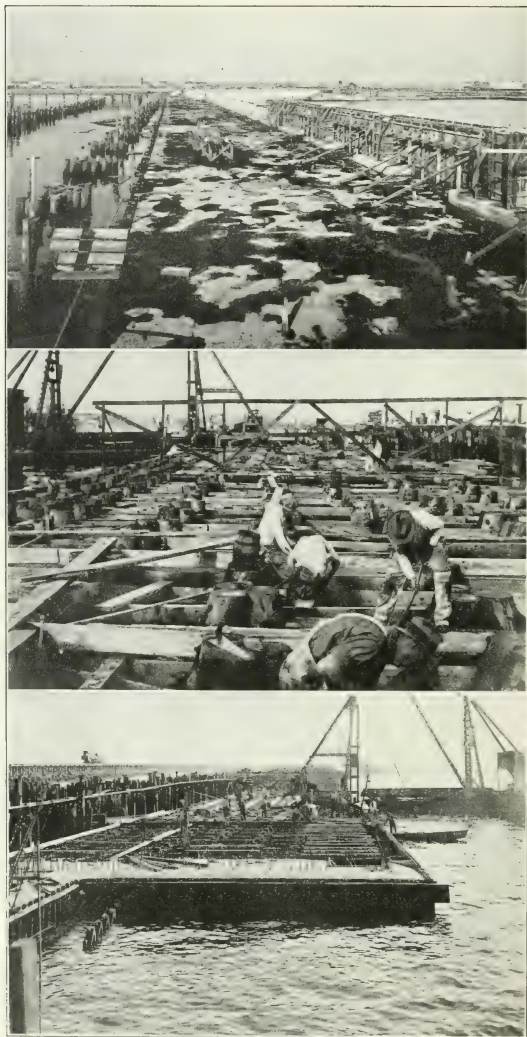
In the course of time changes in the individual makeup of the corporation resulted in a change of policy, or, rather, in a change of objective, since, from being entirely a promotional project, serious efforts were made to develop a commercial port, and large sums were expended in dredging in-

terior channels and in providing a protected entrance from San Pedro Bay.

After having dredges almost continuously in operation for a period of approximately ten years, during which time several millions of cubic yards were dredged from the channels and turning basin, and the project depth of 20 feet attained throughout the harbor, the San Gabriel River, which for several years had been discharging to the eastward into Alamitos Bay, returned to its old bed, through the Los Angeles River, and discharged its flood waters, carrying hundreds of thousands of cubic yards of silt and debris into the local harbor and practically undid the work of ten years.

Resulted in Suspension

This and similar occurrences resulted in the suspension of dredging operations and in the deciding to the city of Long Beach, for navigation purposes, of those areas which had



CONSTRUCTION VIEWS, LONG BEACH HARBOR

Top: Outer harbor; reinforced concrete relieving platform and retaining wall. Center: Berth No. 1, Pier A; framing in pile cluster, preparatory to forming for relieving platform. Bottom: Driving steel sheet piling.

been developed into channels and basins, and the municipality thereafter undertook the maintenance and further improvement of the harbor. It was not, however, until after the San Gabriel River, of which the Los Angeles River is a branch, had been diverted from the harbor, through the agency of the Los Angeles County flood control channel, that the city undertook any comprehensive development of the harbor.

\$5,000,000 Available

In 1924 there became available, through a bond issue, a total of \$5,000,000, which was expended by the city of Long Beach in the deepening of the interior channels and basins, including the entrance channel from San Pedro Bay, and in the construction of a rubble mound breakwater, together with other protective works of a similar nature.

The harbor was opened to deep draft vessels, through Cerritos Channel, in November, 1925, and in July, 1926, the entrance channel, extending from the 40-foot contour in San Pedro Bay to the turning basin in the inner harbor, was completed to a depth of 40 feet. This latter channel has since been used by all vessels entering or leaving the port of Long Beach except such as had part cargo for the port of Los Angeles and found it convenient to make use of the Connecting Channel, or Cerritos Channel, as it is designated on the charts.

Program Provided Breakwater

The completed harbor improvement program, as carried out by the city of Long Beach, provided a rubble mound breakwater 7300 feet in length; other protective structures having an aggregate length of 6500 feet; an entrance channel 40 feet in depth extending from the 40-foot contour in San Pedro Bay to the turning basin in the inner harbor; a turning basin 40 feet in depth; 10,066 lineal feet of interior main channels having a minimum depth of 32 feet, and 4661 lineal feet of main channels having a least depth of 40 feet.

These improvements involved the placement of 1,733,238 tons of rock and the removal and disposal of 20,647,022 cubic yards of material, the total cost of which amounted to \$6,500,000.

Benefits Can Be Gauged

The ultimate benefits to be derived by reason of these improvements may be gauged by consulting the following table of water-borne commerce handled through the port since the open-

ing of the harbor to deep-draft vessels in November, 1925:

Fiscal Year	Crates in tons	Value	Remarks
1924-25	Nominal		
	Record		
1925-26	881,786	\$6,144,627.09	(Fiscal Nov. 20)
1926-27	1,053,363	14,431,474.91	
1927-28	1,696,134	26,506,713.26	
1928-29	2,633,383	35,517,573.00	
1929	2,512,092	45,497,920.00	
	(Calendar Year)		

Annual Commerce Negligible

Prior to November, 1925, the annual commerce handled through the port was a negligible quantity and consisted chiefly of an occasional shipment of lumber from the Northwest, a small quantity of fish for local canning plants and crushed rock from Catalina Island.

It may be interesting to note that the water-borne commerce moving through the Port of Long Beach during the calendar year 1929, which was built up in the very short period of four years, is approximately equivalent to the tonnage handled through Los Angeles harbor during the fiscal year 1915-16, or 45 years after the Federal Government commenced to improve that harbor in 1871.

Industrial Terminals

Among the industrial ocean terminals which have been established in the inner harbor since the initiation of the comprehensive port development plan are the following:

Standard Gypsum Company.
Cadwallader-Gibson Company.
Richfield Oil Company.
Rio Grande Oil Company.
J. H. Baxter & Co.
Ford Motor Company.
Catalina Island Clay Products Co.

To the above list should probably be added the name of the Procter & Gamble Company, who have recently purchased a location in the inner harbor which has 1250 feet of water frontage on Channel No. 2, where they plan to begin the immediate construction of a six-story building for the manufacture of their products.

City Carrying Out Program

The city of Long Beach is now in the process of carrying out an extensive program which includes the construction of Pier No. 1 in the inner harbor, and Piers A and B in the outer harbor. The estimated total cost of these three piers is \$2,700,000.

Pier No. 1, which is located on Channel No. 3, will provide berthage for three ocean vessels and will be modern in every respect. This pier will be completed on or about July 1, 1930. Work on Piers A and B in the outer harbor has been under way for

the past twelve months and the project is approximately 50 per cent complete.

Up to the present time the Federal Government has rendered no financial assistance in the improvement of the port of Long Beach, but there is now pending before the Congress of the United States a bill which provides for the construction of a breakwater 12,500 feet in length and extending from the San Pedro breakwater along the 50-foot contour to a point opposite the prolongation of the north and south arm of the Long Beach breakwater. This breakwater will afford ample protection for both Long Beach and Los Angeles harbors and will permit of the development of the south shore of Terminal Island with overseas piers extending into San Pedro Bay and will increase the deep-water area available for the anchorage of commercial vessels and vessels of the United States Navy. It is estimated that this breakwater will cost approximately \$7,000,000 and will be constructed at the sole expense of the Federal Government.

Bill Provides Maintenance

The pending bill also provides for the maintenance by the Federal Government of the Long Beach breakwater, which was originally constructed by the city, and for the maintenance of the entrance channel to Long Beach harbor, the turning basin, and Cerritos Channel.

The ownership of the water front in Long Beach harbor is divided between private owners and the municipality, the bulk of privately owned property being located on the channels of the inner harbor, while the municipal frontage is principally confined to the outer harbor.

Under the terms of the City Charter, municipal property in the harbor district may be leased for a term of not to exceed forty years for the purposes of commerce, navigation and fishery. The unoccupied privately owned property in the inner harbor is available for the establishment of marine terminals and industrial waterfront sites on such terms of lease or

sale as may be agreed upon by the contracting parties.

Meteorological conditions at Long Beach are especially favorable to navigation. Storms are of rare occurrence and of relatively short duration. Fogs are also of short duration, generally occurring at night and clearing before 9 a. m. The terrain in the harbor district is adapted to the economic construction of marine terminals and the approach from land is by easy gradients from all directions. The holding ground in the outer harbor anchorage is excellent and vessels with good ground tackle are safe in all weathers.

Hinterland Broad and Fertile

The hinterland immediately adjacent to the port of Long Beach is broad and fertile and is capable of, and suited to, intensive agricultural and industrial development. It is served by numerous well-paved highways and the largest electric railway system in the world. The territory tributary to the port embraces an area of approximately 350,000 square miles in extent, reaching as far north as Garfield, Utah, and as far east as Gallup, New Mexico. Within this area is included one of the richest sources of agricultural and mineral wealth in the world.

The port is served by three transcontinental railways and one standard-gauge electric railway, as well as by the truck boulevards and highways which extend into the industrial and agricultural communities of the immediate hinterland.

The port of Long Beach has the advantage of being located but a few moments steaming from the deep water of San Pedro Bay, and, by reason of its geographical location, is favorably situated with respect to water communication with the ports of the Orient, and has some advantage, in distance, over the more northerly Pacific ports as to commerce with the Gulf and Atlantic ports of the United States, the ports of Great Britain and Europe, as well as with all South American ports.

Chula Vista on April 14 voted to pay \$10 per month to its councilmen.

Culver City voted down a proposal to increase the salary of its councilmen from \$50 to \$250 a month and also defeated a mill tax for the Chamber of Commerce.

The United States Bureau of Public Roads has appropriated an additional \$150,000 for the Maricopa Highway in California.

El Centro defeated a proposed \$60,000 bond issue for a civic auditorium.

The city of Hawthorne has defeated a proposal for a veterans' memorial building.

Laguna Beach has rejected a proposed \$20,000 bond issue for a fire station.

Torrance voted down a proposal to pay its councilmen \$50 a month.

\$38,000,000

WILL PROVIDE NEEDED WATER FOR LOS ANGELES



By H. A. VAN NORMAN

*Chief Engineer and General Manager, Los Angeles Bureau of
Water Works and Supply*

ONE of the greatest progressive steps ever taken by any city in the West was achieved by Los Angeles May 20 when it voted 9 to 1 for \$38,800,000 water bonds to be used in providing additional water supplies sufficient to meet the needs of the metropolis of the Pacific Coast.

The large vote rolled up for the water bonds is sufficient proof of the fact that the people of Los Angeles fully understand the absolute necessity of an adequate supply of water.

City Voted Bonds

It was so back in 1905 when a city of 160,000 persons courageously voted bonds to build the Owens River aqueduct which today brings water from the Sierra Nevada Mountains, 250 miles to the north. It took courage of a pioneering sort to do this. The citizens of Los Angeles realized the Los Angeles River could supply a city of 250,000 people with water. Forward-looking citizens believed the city might exceed that population, although the most exuberant booster probably never foresaw a population of more than a million in a quarter of a century.

Spirit Impelled Voters

The spirit that impelled the voters of 1905 to approve building the Owens River Aqueduct must have been handed down to us in 1930. The voters in 1930 were of one mind. They knew the city had reached its present stage of development because of a reliable supply of good, pure water. They did not desire to see the city of

their dreams stagnated by a water shortage. They authorized the issuance of the water bonds needed to finance necessary water development pending the bringing in of Colorado River water.

Funds derived from the water bond issue will be used for four major purposes. These projects are as follows:

1. Purchase of water-bearing lands and water rights in the Mono basin

picked up and carried into the aqueduct.

3. Enlargement of the present Owens River Aqueduct from a minimum capacity of 400 second feet to a minimum of 440 second feet.

4. Construction of necessary trunk lines in connection with the city water distributing works.

We have estimated the amount of water to be derived by the purchase of



Chatworth Reservoir, near Los Angeles. Capacity of this reservoir will be greatly increased.

and all remaining lands and water rights in Owens Valley and in Long Valley.

2. Construction of storage and diversion works capable of handling and transporting the Mono Basin water to the Owens River, where it will be

Mono Basin water lands and water rights will average about 130 to 138 second feet continuous flow.

Purchase of remaining lands in Owens Valley clears up a situation which has been the subject of negotiations and difficulties for a number of

years. Ranchers having water rights on diverting ditches have been diverting large quantities of water. The city will be greatly relieved in spirit and mind by the provision of a definite assurance to this city that an unchallenged ownership to all the water in Owens Valley will be guaranteed.

The \$38,800,000 derived from the sale of the water bonds will be distributed as follows:

Funds to Buy Properties

For purchase of properties and water rights in Mono Basin, \$7,000,000; conduit from Leevining Creek to Silver Lake in Mono Basin, \$1,450,000; construction of Silver Lake dam, \$550,000; eleven-mile tunnel Silver Lake to headwaters of Owens River, \$5,500,000; construction of Long Valley dam, \$750,000; purchase of privately owned land in Long Valley and Owens Valley \$6,600,000; purchase of towns of Bishop, Laws, Big Pine, Independence and Lone Pine, \$5,790,000; increasing capacity of aqueduct from 400 to 440 second feet, \$600,000; increasing storage capacity by enlarging Lower San Fernando and Chatsworth dams (near Los Angeles) and constructing new dam and reservoir, \$7,500,000; new pipe line from Chatsworth to Hollywood reservoir, \$1,445,000; additions to distributing system \$1,555,000.

Purchase of five towns in Owens Valley is, I believe, unique in the development of water systems throughout the United States. New York acquired and disposed of small villages when it built its water system but there were not as many nor were they as large as those we will acquire.

Los Angeles is making these purchases in order to gain needed water rights and to give us sanitary control

of these regions. The status of the towns, however, will not be materially affected. The city will re-lease to original owners of stores and shops the property they have sold to the city, whenever the prospective lessees so desire.

In other words, the city is gaining full ownership and control of the water rights and sanitary control of the districts, but will not do away with

Geological studies have been made of two tunnel lines, and it appears, at this time, that the geology is favorable. As these tunnel lines will be a considerable distance underground in places, there is a possibility that high temperatures in the ground might be encountered at this depth. Therefore, a sufficient number of holes will be drilled along the proposed lines to determine the conditions.



Typical street scene in Bishop, one of the five Owens Valley towns being purchased by the City of Los Angeles.

any of the physical properties themselves. The towns need not suffer through their purchase by the city of Los Angeles. Indeed, there is reason to believe the towns should gain and prosper under their new ownership.

Among the early phases of the new water program is the survey work on the eleven-mile tunnel to bring Mono Basin water into the Owens Valley. Engineering crews already have been sent into this region. Test borings are made to establish the rock conditions in the proposed tunnel zone.

Will Push Purchase

Purchase of the town properties will be pushed forward rapidly. Prices set for the towns resulted from negotiations carried on over a long period of time. Appraisers fixed fair prices for the properties and negotiations were had with the individual owners of the properties. We have very clearly and definitely stated from time to time that the city of Los Angeles desires to deal only with the owners of property and not through agents. We have discouraged the letting of options to outsiders for any of the properties.

Enlargement of trunk lines and a part of the reservoir construction work at the Los Angeles end of the Aqueduct will be launched in the immediate future. Every source of the Bureau of Water Works and Supply will be utilized to complete at the earliest possible date the large tasks set before us.

Los Angeles County aided Culver City to the extent of \$1,065,348 in developing a network of highways.

During the fiscal year ending June 30, 1929, it cost the State of California nearly \$109,000,000 to operate.

The Los Angeles Superior Court has held that the bond election at Roscoe approving a \$150,000 bond issue for a twenty-acre park was won by one vote.



Intake of the Owens River Aqueduct which carries water to Los Angeles. The intake is 250 miles north of the metropolis.

1930 Building Code Ready

By DAVID H. MERRILL

Managing Secretary-Treasurer, P. C. B. O. C.

KEEN interest in the publication of the Uniform Building Code, 1930 Edition, is being evinced by municipalities and all branches of the building industry. The code, which is the third addition prepared and published by the Pacific Coast Building Officials' Conference, came off the press this week and copies are now being distributed, it was announced by H. E. Plummer, president of the conference. Mainly the same as the 1927 or next previous edition, the 1930 edition brings the Uniform Building Code thoroughly up to date through the inclusion of recently voted changes.

Adoption Creates Economies

Through adoption of the Uniform Building Code, 77 cities and towns are now enjoying economies of construction resulting from simplified building practice. The cost of buildings is kept as low as is consistent with safety, at the same time preventing the construction of hazardous buildings such as are all too common under antiquated or hastily assembled building codes. Not only are savings apparent in the first cost of buildings, but the greater protection provided for occupants and contents of buildings results in lower insurance rates, according to President Plummer.

The 77 adoptions have taken place in three and one-half years, this being the length of time the code has been in existence in book form. Of these adoptions, 69 are on the Pacific Coast and eight are in the Middle West and the South. The cities range in population from less than 1000 to 300,000.

Correct Building Regulation

"Correct and unbiased building regulation based on nationally recognized standards of safety and good construction was the aim of the Pacific Coast Building Officials' Conference in compiling the Uniform Building Code," declares Mr. Plummer.

"Laying aside prejudices and depending upon facts instead of guesswork, the Conference formed its decisions regarding the use of building materials," continues Mr. Plummer. "Actual fire and strength tests made in nationally known laboratories developed these facts and the result is that the maximum use of materials allows substantial savings without sacrificing the necessary safety."

Intended at first for use by Pacific Coast cities, the code has proven to be

so soundly prepared that cities all over the United States have asked permission to use it.

Public interest in the code movement is general. Knowledge that proper legislation protects the public by safer construction and by elimination of the operations of the shyster contractor has in several cities brought out a popular demand for the adoption of the Uniform Building Code. Classification of buildings by type of construction and by use and occupancy permits

the application of necessary safeguards for the protection of life and property according to the existing hazard. Standard specifications guarantee the quality of materials. Recognized engineering practices govern details of design. Particular hazards are dealt with by specific regulations. The whole code is arranged in a logical and understandable manner to the end that confusion may be eliminated and maximum savings of building costs be realized.

Cities Operating Under Uniform Building Code as of June 7, 1930

- | | |
|---------------------------|---------------------------------|
| 1. Alameda, Calif. | 42. Oxnard, Calif. |
| 2. Albuquerque, N. M. | 43. Pasadena, Calif. |
| 3. Alhambra, Calif. | 44. Piedmont, Calif. |
| 4. Alturas, Calif. | 45. Pittsburg, Calif. |
| 5. Anaheim, Calif. | 46. Pomona, Calif. |
| 6. Bell, Calif. | 47. Prescott, Ariz. |
| 7. Berkeley, Calif. | 48. Redlands, Calif. |
| 8. Birmingham, Ala. | 49. Richmond, Calif. |
| 9. Brawley, Calif. | 50. Riverbank, Calif. |
| 10. Calexico, Calif. | 51. Riverside, Calif. |
| 11. Claremont, Calif. | 52. Sacramento, Calif. |
| 12. Compton, Calif. | 53. Salem, Ore. |
| 13. Corcoran, Calif. | 54. San Anselmo, Calif. |
| 14. Coronado, Calif. | 55. San Bernardino, Calif. |
| 15. Corpus Christi, Tex. | 56. San Fernando, Calif. |
| 16. Cottage Grove, Ore. | 57. San Jose, Calif. |
| 17. Dallas, Tex. | 58. San Leandro, Calif. |
| 18. Ellensburg, Wash. | 59. San Rafael, Calif. |
| 19. El Monte, Calif. | 60. Santa Maria, Calif. |
| 20. Eugene, Ore. | 61. Santa Monica, Calif. |
| 21. Fontana, Calif. | 62. Shreveport, La. |
| 22. Fresno, Calif. | 63. Seal Beach, Calif. |
| 23. Fullerton, Calif. | 64. Sebastopol, Calif. |
| 24. Grand Forks, N. D. | 65. South San Francisco, Calif. |
| 25. Helena, Mont. | 66. Tucson, Ariz. |
| 26. Houston, Tex. | 67. Tujunga, Calif. |
| 27. Kelso, Wash. | 68. Tulare, Calif. |
| 28. Klamath Falls, Ore. | 69. Turlock, Calif. |
| 29. Laguna Beach, Calif. | 70. Tustin, Calif. |
| 30. La Habra, Calif. | 71. Ukiah, Calif. |
| 31. Las Vegas, Nev. | 72. Upland, Calif. |
| 32. Livermore, Calif. | 73. Visalia, Calif. |
| 33. Long Beach, Calif. | 74. Walnut Creek, Calif. |
| 34. Madera, Calif. | 75. Watsonville, Calif. |
| 35. Martinez, Calif. | 76. Willow Glen, Calif. |
| 36. Monroe, La. | 77. Yuma, Ariz. |
| 37. Monrovia, Calif. | |
| 38. Monterey Park, Calif. | |
| 39. Oceanside, Calif. | |
| 40. Olympia, Wash. | |
| 41. Ontario, Calif. | |

* First city to adopt Uniform Building Code, January 7, 1927.

† Second city to adopt Uniform Building Code, January 13, 1927.

LOS ANGELES COUNTY MAYORS TELL CONSTRUCTION PROGRAM PLANS

Mayors of more than a dozen cities and representatives of public works departments in Los Angeles County who recently attended a meeting of the Chamber of Commerce Construction Industries Committee with William A. Simpson, chairman, disclosed

construction programs totaling approximately \$9,165,090. This is a material increase in the estimates of public work in Southern California made by officials of the Los Angeles Chamber of Commerce the fore part of February, following a series of conferences on the Hoover stabilization program. Private enterprises for the cities reporting construction at the recent meeting will total more than \$4,875,000.

RECREATION PLANNING IN WESTERN CITIES

By GEORGE W. BRADEN

Western Representative, The Playground and Recreation Association of America
Paper presented before the National Conference on City Planning, Denver, Colorado, June 24, 1930

THE exact time of man's advent upon the earth is not known, nor is there any considerable volume of agreement as to the alignment of the road over which he has travelled. Personally, I am by religion and philosophy a confirmed optimist and believe that humanity is moving on to a richer and more abundant heritage and that there is a divine plan in development of life as a whole and man in particular. Of the details of man's journey to his present estate we are not now concerned except as it assists us in interpreting his security in his present environs and making possible security, growth, satisfaction and happiness for the future.

Man and the City

Whatever the motive, man for some 6000 years (very recent as time goes) has been concerned to a very large degree in creating cities where the people therein could barter, commune, develop the arts and crafts, delve into the facts and mysteries of science and religion, enjoy the exchange of ideas, witness contests of sports and the combats of man or beast and "strut" over those of less favored circumstances. Through many centuries, cities were planned, placed and developed with security from opposing natural, animal and human forces as their chief concern. The early cities of China, Egypt, Babylonia, Syria, Palestine, Rome, Greece, mid Europe and America were walled cities and compactly built.

Coming of Greater Security

With the coming of greater security and longer periods of peace and the increased size of political units, the barriers against the antagonistic forces have moved out from the gates of the city to the gates of the nation. Older cities have proceeded to flow beyond the earlier borders and the idea of expansion has rapidly flowered with the last decade showing a tremendous decentralization movement affecting the placing, planning and developing of our newer American cities.

MAJ. GEORGE W. BRADEN

Western Representative of the Playground and Recreation Association of America.

Completing thirty years of humanitarian and civic service. Identified for the past ten years with the Playground and Recreation Association of America.

General Director of Sports and Recreation for the Italian Army during the World War.

Personal representative of Herbert Hoover for European relief. Nationally known recreationist.

With an estimated Federal population of 122,500,000 in the present census, the national rate of growth will have been about 15 per cent. The census shows the urbanization of the Nation is continuing in increased measure and the Nation's population in the larger metropolitan districts is moving out into the suburbs at a surprising rate. Manhattan, the older district of New York City, has been losing population at the rate of about 65,000 per year, a decrease of 27.3 per cent, for a number of years, while the borough of Queens on Long Island, where there is plenty of room to spread out, shows a gain through the ten year period of upwards of 600,000 or 123.9 per cent. The little village of Jamaica where I lived some three years has increased more than ten fold. Chicago appears delighted with a population of 3,373,753, an increase of 672,048, or a gain of 24.8 per cent. Evanston, however, gained 65.8 per cent and Berwyn gained 232.2 per cent.

Philadelphia with 1,984,779 shows a gain of less than 80,000. Detroit with 1,564,397 gained 570,719, a substantial gain, while Dearborn, the "flivver" city, jumped to 50,000 population, a gain of 192.6 per cent. Los Angeles jumps to fifth place in the Nation with a population of 1,231,730, a gain of 655,057, or 113.5

per cent, but Beverly Hills, a suburb, goes to 17,428, a gain of 2485.8 per cent.

Cleveland hoped for 1,000,000 population but was given 901,482, an increase of 13.1 per cent. Cleveland Heights, however, gained 288.3 per cent.

San Francisco confidently expected 800,000 but was given 625,975, a gain of 23.5 per cent, but suburban cities, like Palo Alto, showed a very substantial gain.

We now have five cities of upwards of a million population and nineteen more in the 100,000 class. The Nation's rate of growth is slowing down about 1½ per cent a year. Some authorities see the time in the near future when the population of the country will be stabilized at about 150,000,000. The human family has doubled in the last century and is now well over two billions.

The People Seek Open Spaces

Modern working conditions, shorter hours of labor, better highways and rapid transportation and communication, have made it possible for ever increasing numbers of people to escape the biological hazards and civic influence of the larger cities and seek the suburbs or the open country for both permanent residence and vacation or the longer period of retirement. Much progress has been made in the decentralization of commerce and industry and the development of suburban and garden cities like Longview, Washington, Palos Verdes out of Los Angeles, and the larger suburban population centers like Pasadena, Berkeley and San Jose in California. I was surprised at the amount of overflow in Paris and Rome. Even the old city of Bologna has bulged way beyond the old city walls. Man gravitates towards trees, grass, streams, flowers and freedom as water flows down hill.

Recreation planning in our western cities has been concerned with (1) saving the beaches and waterways, (2) creating regional parks

and boulevards, (3) securing extra-urban parks and wilderness areas, (4) securing larger areas for libraries and civic centers, district "school park-playgrounds", neighborhood play parks, open spaces in business and industrial zones and family service recreation parks.

The special studies of present and needed areas, structures and facilities made during the past two or three years at Los Angeles, San Diego, Long Beach, Portland, Seattle, Sacramento, Pasadena, Riverside and Denver can be secured direct from the local Recreation Boards or Planning Commissions. I have here on the table for your inspection copies of the reports from Seattle, Portland, Riverside, Denver and Sacramento.

Recreation Planning Based on Program

Recreation planning is a matter of making possible the securing of healthful and joyous play, sports and recreation in leisure for all ages, classes and conditions of people. Areas, structures and facilities will be needed, secured, developed and maintained on the basis of program rather than program on areas and facilities. Social science is rightly concerned in building social and civic check dams, controlling and preventing social and racial distortion and degeneracy. The tradition, capacities and tendencies of the past should only be accepted and continued as scientific research and sound philosophy makes them of service to modern life and living. Program will give full consideration to the great urges, for contact with natural forces and growing things, contemplation of natural and created beauty, self expression in arts, language and literature, physical activities and competition in games and sports, experimentation in science and social contact.

How Should We Rate Cities

Opinion differs as to how we can and should compare and rate cities in the provision for the people's play. Personally, I have on request frequently rated Western cities by what I call a six point rating basis which is as follows:

(1) **Total area of open spaces**—standard of one acre per hundred persons in the urban district. Spokane, San Diego and Pasadena are among the Western cities surpassing this standard while several others are rapidly approaching it.

(2) **Types of areas available.**—

(a) Children's neighborhood play-

ground park—school site—size five acres and up—distance of service, one-quarter to one-half mile, depending on local conditions.

(b) Youth service district playfield park—high school site—twenty acres and up—distance of service one-half to one mile.

(c) Family service recreational park—fifty acres upwards—located preferably on the borders of the city.

(d) Down-town adult service landscaped areas in commercial and industrial zones—number depending on local conditions.

(e) Special activities areas—golf courses, stadiums or enclosed athletic fields, bathing beaches, old people's recreational areas, regional service municipal plunges.

(f) Parkways and extra-urban wilderness areas.

(3) **Total capital outlay and annual operating budget.**—(a) 3 per cent of total assessed value for total outlays. San Francisco, San Diego, Pasadena and Colorado Springs are among Western cities exceeding this standard. (b) \$2.00 per capita annual operating budget. Seven Western cities have exceeded this standard.

(4) **Type and balance of features offered.**—Landscaped areas, golf courses, beaches, waterways and plunges, play courts for tennis, basketball, volleyball, handball, roque, bowling, etc.; major sports fields for baseball, football, soccer and hockey; gymnasiums, auditoriums, special gardens, libraries, club houses, field houses and community centers, hiking trails and bridle paths, retreats and camps.

(5) **Balance of program offered.**—(a) Social arts, parties, clubs, dancing, dining; (b) Art participation and appreciation of music, drama, painting; (c) Contact with nature crafts; (d) Hand crafts and tinkering groups; (e) Major sports—highly organized football and baseball, etc.; (f) Minor sports—basketball, volleyball, tennis, etc.; (g) Aquatics—sailing, rowing, swimming, diving; (h) Gardening and hobbies; (i) Linguistic arts—debate forum, essay and playwrighting, current events.

(6) **Technique and efficiency of management and control.**—Factors for consideration include manner of appointment, length of service, freedom from political control, adequacy of compensation, durability of service and training methods.

In planning for the people's play it is not enough to furnish recreation areas and facilities, as impor-

tant as they are. Adequate leadership and direction is necessary for securing a proper return on the investment in terms of physical fitness, health, character and good citizenship. Public recreation service management will give proper attention to securing land, structures and facilities, finance, office administration and personal efficiency, balance of program and thoughtful contact with the public.

Nation-wide Studies

Nation-wide studies would seem to indicate that cities have made better average progress where the service is maintained under a Board or a Commission with legal powers. Recent studies show that most Western cities need twenty cents on the hundred dollars or two mills annual tax budget if they are to establish themselves on a "pay as you go" basis, avoiding periodical bond issues for the purchase and development of land and structures. The program offered will stress "everybody in the game and a game for everybody" and increasingly get the people out of the bleachers on to the playing field.

Should Be Possible

It should be increasingly possible for families to find satisfying recreation together. Public recreation facilities should combine beauty with utility and utility with beauty. Man's composite nature reflects at certain times a heart hunger for contemplation of the beautiful and the restfulness of quiet waters and the deep flowing stream and at other times the need for zestful, buoyant participation in physical and mental activities. In closing, may I quote President Hoover who says "This civilization is not going to depend so much on what we do when we work as what we do in our time off."

REPORTS

Highway Education Board, Washington, D. C.—Highways Handbook. No pains have been spared to make the compilation accurate. The statistics have been obtained from the most reliable sources; and many of the data are printed for the first time.

American Society for Municipal Improvements.—Official proceedings of the Thirty-fifth Annual Convention, held at Philadelphia, Pa., October 14-18, 1929. Price \$7.50 per copy. C. W. S. Sammelman, secretary, 4359 Lindell Boulevard, St. Louis, Mo.

President Whitnall Starts Friendship Tour of Coast Cities

ONE of the most striking demonstrations of the new cooperative spirit of the West is evidenced in the good-will speaking tour of Gordon Whitnall, president of the League of California Municipalities. Starting at Bakersfield on July 1, President Whitnall will proceed up the valley route via Fresno, Modesto, Sacramento, Redding to Portland, Oregon, and Vancouver.

Addresses will be made at all principal cities and every effort put forth to bring the three coast states into greater harmony and cooperation in municipal and civic endeavors. Thousands will hear President Whitnall, who is an accomplished speaker and a nationally-known expert on municipal problems.

After talks at Vancouver, B. C.; Seattle, Bellingham, Tacoma and other Washington cities, he will tour eastern Oregon under the auspices of the League of Oregon cities, working with that organization through Secretary J. L. Franzen and other members of the board of directors. In Oregon addresses will be delivered at Portland, Oregon City, Salem, Eugene, Medford and at other points as circumstances dictate.

Leaving Oregon, the itinerary calls for speeches at California coast cities via Redwood Highway to San Francisco. From this latter place President Whitnall will reach most of the Bay Cities and then proceed south on the Coast Route to Los Angeles. The entire month of July will thus be devoted to this important work and great good should develop from the effort. The itinerary follows:

Itinerary of President Whitnall's Trip

July 1—Bakersfield (noon).
July 1—Fresno (night).
July 2—Modesto (noon).
July 2—Sacramento (evening).
July 3—Redding (night).
July 6—Portland, en route to Vancouver.
July 7—Bellingham (night).
July 8—Vancouver (noon and night).
July 10—Seattle (night).
July 12—Portland (noon or night).
July 14—Oregon City (noon).
July 15—Salem (noon).

July 16—Eugene (night).
July 17 and 18—Crater Lake
July 19—Medford (noon).
July 21—Eureka (night).
July 23—Oakland (noon).
July 23—Berkeley (night).
July 24—Pittsburg (noon).
July 24—Stockton (night).
July 25—San Francisco (noon).

July 25—San Mateo (night).
July 26—San Leandro (noon).
July 26—Richmond (night).
July 28—Napa (noon).
July 28—Santa Rosa (night).
July 29—Monterey (night).
July 30—San Jose (noon).
July 31—San Luis Obispo (noon).
July 31—Santa Barbara (night).



G. GORDON WHITNALL

President of the League of California Municipalities

Committees Inspect Edison Plant at Long Beach

Interesting facts concerning the expansion of the Southern California Edison Company were learned by members of the industrial committees of the Los Angeles and Long Beach Chambers of Commerce who recently inspected Unit Eleven of the company's Long Beach steam station.

The Los Angeles committee was headed by Robert Linton, chairman. Following the inspection and a brief explanatory talk by Burdett Moody of the Los Angeles Municipal Bureau of Power and Light, the visitors were the Edison Company's guests at a buffet luncheon on the lawn of the plant.

With Unit Eleven in service, the Edison steam-electric generating capacity is 623,000 horsepower. Hydro-electric generating plants of the sys-

tem have a capacity of 630,000 horsepower.

Unit Eleven and its equipment is a duplicate in all major respects of Unit Ten placed in operation in June, 1928. It was installed at a cost of approximately \$7,500,000 and utilizes equipment constructed on the unit basis during the installation of Unit Ten. This equipment includes water supply and discharge tunnels, switch house, switch yard, transformer yard, tunnels for electrical circuits, and other facilities designed to serve eight units of 133,000 horsepower each, the projected capacity of Plant No. Three.

The Edison Company's Long Beach steam station is the third largest in capacity in the world, exceeded only by the Hell Gate Station in New York and the Crawford Avenue Station in Chicago.

Clinic Organization Furthers Health

By J. L. POMEROY, M. D., County Health Officer, Los Angeles County.

During the last 25 years the increased need of expensive apparatus and assistance of many highly trained technicians has compelled a great growth in hospitals and clinics in the United States.

From 1917 to 1930 the number of persons receiving medical care in institutions has increased from four million to ten million annually.

The annually increasing cost of sickness has likewise driven many thousands of persons to clinics for relief so that at present nearly 25 per cent of the sick persons in the United States receive treatment in part pay or free clinics.

Until recent years, clinics were in two rather sharply defined groups; curative and public health. The county health department has maintained for a great many years tuberculosis, venereal disease, communicable disease and child welfare clinics, and recently has added clinics in mental hygiene, cancer control, heart disease and industrial medicine. In fact, the old border lines between curative and preventive clinics are rapidly disappearing. Both curative and hygienic methods prevent disease. The advantages to the individual citizen of clinics as opposed to the services of individual physicians are not only economic, but also insure a more scientific treatment.

HIGHWAY FETE PLANNED

Newport, Ore.—Jean Jones, 15, daughter of Frank Jones and grand-

No one physician alone can perform all of the diagnostic tests and treatments needed in the medical or surgical care of all patients. Nor is it possible for the individual physician to provide himself, because of the great cost involved, with all types of apparatus, such as X-ray, radium, operating and other equipment. In a well-managed clinic each member of the staff becomes very expert in his particular line. He handles a large number of cases and thus reduces the amount of cost for each particular piece of work. In private practice such work is organized under what is called "Group Medicine"; in large industries, in what is called "Industrial Clinics."

Splendid clinics have been organized in universities as student welfare movements. In health departments, charity agencies and many private organizations, clinics have become an important and valuable asset to our nation.

The average citizen must understand more clearly that in the county health department clinics there are distinct limitations of service by law, and he should cooperate with the department in seeing that the rules are not violated and that the physicians who work in the clinics are not imposed upon. In general, clinics are educational, preventive, or curative.

daughter of Benjamin F. Jones, "father of the Roosevelt Highway," has been elected to represent Newport at the opening of the Salmon

River Highway from Grande Ronde to Otis, where the new highway will connect with the Roosevelt Highway.

The opening date has been set on July 19, at which time cities of Oregon will participate in a pageant, which will be representative of historical events dating back to the time the white man first settled along the Oregon coast range. The first white child to cross the divide between the Willamette Valley and the Coast range will be queen.

Municipal Publications

Richmond.—A twelve-page brochure, beautifully illustrated with pictures of homes and parks, proving that one of the fastest growing industrial communities in the nation also is a beautiful and attractive home community. One of the photographs shows the inner and the outer harbors of Richmond, scene of one of the most striking industrial, shipping and commercial development on the Pacific Coast. Joseph C. Whitnah, publicity director of Oakland, prepared the brochure for the Richmond Chamber of Commerce.

Burlingame.—Financial report of the city from July 1, 1929, to December 31, 1929. Prepared by City Treasurer F. A. Bloom.

Prescott, Arizona.—State Board of Health Bulletin, containing proceedings of the second annual meeting of the Arizona Public Health Association, under auspices of State Board of Health, State Dairy Commissioner and Arizona Public Health Association.

California highways will get \$4,158,992 yearly in Federal aid for the next three years, under a bill signed by President Hoover. The sum represents this state's share of the \$125,000,000 appropriation for highway construction aid authorized by Congress.

The City of South San Francisco has launched a campaign for the planting of a mile of Christmas trees along its highway. The South San Francisco Chamber of Commerce and the City Council will cooperate in the tree-planting.

The City Council of Hanford, California, has appointed J. R. Hayes, deputy county surveyor, as superintendent of construction at the Hanford municipal airport. He will supervise the construction of runways and a hangar.

Haywood Starts New City Hall

IN THE presence of more than 2500 City of Hayward citizens and bay cities visitors Mayor James Rolph Jr. of San Francisco turned over three shovels of earth that officially launched construction of a Hayward City Hall, recently.

The earth was placed in an urn held by Mayor John Lee Willbur of Hayward, and who in turn wielded the shovel. The earth will be used for the planting of a Christmas tree to be transplanted later to the grounds of the civic building, where it will remain as a living and permanent decoration.

The ground-breaking celebration included a parade, a gathering at the city hall site on Castro Street, and one of the largest assemblages seen in Hayward in many months. More than 500 grammar school boys and girls marched in the parade, together with the glee club of the Hayward Union High School. The American Legion and the Hayward school bands furnished selections.

Mayor Rolph, in the principal address, congratulated Hayward on its progressiveness in finally having procured a city hall after several years of endeavor.

"A city hall," said Mayor Rolph, "as much symbolic as utilitarian, is necessary to a city. It is an object of pride, of stability, of ambition. Hayward has done well in its progressiveness and I am positive the finished structure will be worthy of the community."

The new building is to be constructed on the same site as the original home of Don Castro, who settled

in the Hayward district on a grant from the Spanish king about a century ago.



Left to right: Mayor J. W. De Cou of San Leandro, Judge Jacob Harder, Jr., Mayor James Rolph, Jr., who turned the first shovel of earth; Sheriff Michael B. Driver of Alameda County, and Mayor John Lee Willbur of Hayward.

McMinnville, Oregon, Progressive Community

McMINNVILLE is the county seat of Yamhill County. Though among the smallest counties of the State, she is so only in area, not in age, progress or wealth. President Hoover spent his boyhood in this county. He recently talked at some length to an Oregon man about farming, and said: "I do not know any place in the world where people are as favored as they are in Yamhill County."

Deposits Average \$1000

Bank deposits average \$1000 per depositor, about twice the national average, and the bankers say it is due to dairying. One creamery paid a 100 per cent dividend, plus the regular 10 per cent dividend, due to successful methods in dairying. One of

the big national milk condenseries chose McMinnville as headquarters for its operations in Oregon. Some of the finest dairy herds, the best dairies and most aggressive policies toward improvement of the industry are found here. It is a great agricultural section, and the center of a wide trade area.

Ranks Second

Yamhill ranks among the western counties of Oregon second in acreage of winter wheat, ninth in spring wheat, fifth in oats and barley, seventh in potatoes, fourth in corn, seventh in tame hay, sixth in horses, eighth in mules and colts, sixth in sheep, fifth in goats, fourth in hogs, second in shipment of prunes.

McMinnville is served by the South-

ern Pacific steam and electric lines, and is at the junction of three paved through highways. She has a splendid mountain water supply. The city is the seat of Linfield College, which has an endowment of one million dollars. A new grade school building costing \$50,000 is being completed. Attendance at the high school is large, four school busses bringing students from country districts.

Walnut Growing Extensive

English walnut growing is extensive at McMinnville, and the city is known as "The Walnut City."

A fruit cannery is being operated here, employing more than 100 persons.

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

SOUTHGATE'S BEAUTIFICATION PLAN

By HAROLD POMEROY

Secretary, Southgate Chamber of Commerce

THE Southern Pacific right-of-way in Southgate extends through residential territory for a distance of one and two-thirds miles. Its width is one hundred feet with a reservation of twenty-eight feet for trackage and road-bed purposes.

The Chamber of Commerce has secured a cultivation lease on the balance of the right-of-way which the Southern Pacific Company is very glad to grant at a nominal fee of \$1. The right-of-way has always been an eyesore, growing up to weeds year after year and being used by nearby residents as a dumping ground for hedge trimmings, trash and even tin cans, in spite of regulations prohibiting such practices.

In February of this year, it was recommended that the city council appropriate the amount necessary to prepare the right-of-way for sowing, purchase seed, and plant the right-of-way. The ground was prepared with a heavy road disc at a cost of \$69. Shirley poppies were planted, forty-eight pounds of seed being used at a cost of \$1.50 per pound, or \$72. Harrowing, sowing, etc., cost \$26.50.

Ten pounds of California poppy seed was also sown on a portion of the right-of-way and we are now of the opinion that it would probably have been more desirable to have used the California poppies throughout from the standpoint of more rapid growth and the fact that although of only one color the distinctiveness of the California poppy would probably have been more effective.

Our work is just started as the right-of-way was uneven and in many places rock and gravel had been dumped on it. It is also to be noted that this type of planting should start with ground preparation soon after the first rains. The poppies are up, however, and with reasonably favorable conditions we look forward to a beautiful effect and a seeding for the coming season.

It is our intention to permit the plants to stand until thoroughly dry

to permit curing of the seed and then disc under with a heavy road disc. The effect of just discing the right-of-way has made an almost unbelievable difference in its appearance and once the poppies are established with the method of treatment indicated, an ugly scar across the city will be transformed into a ribbon of glorious color during a portion of the year and a neat smooth piece of ground during the balance of the year.

ABERDEEN, WASH., WATER SYSTEM OPENED

Aberdeen's new industrial water system functioned perfectly in its first trial, just completed. With the floodgates at the intake on the Wynooche River one-tenth open, the Van Winkle Creek reservoir was filled with 200,000 gallons in two days. The water is conveyed from the Wynooche to the basin through a three-mile tunnel, lined with concrete.

The first rush of water swept away millions of frogs and water dogs and dumped them into the bay through the Junction City aqueduct, which carries the water from the basin to the city limits by gravity.

SEEK ADDITIONAL FUNDS FOR USE OF CITY PLAYGROUNDS

So that the rapid expansion of municipal recreation facilities and activities in Los Angeles may not be halted by a threatened lack of funds, the city's Playground and Recreation Department has requested a survey of its finances by the Bureau of Budget and Efficiency with a view toward obtaining additional allocations, it was announced in making public the playground budget for the year 1930-31.

The budget allots \$952,575 for the use of the Playground and Recreation Department. Because of the addition of many new recreation centers and other facilities during the past year, practically the entire amount will be devoted to operation, leaving \$49,396 for expansion—less than one-third of the funds available for this purpose in the 1929-30 budget.

At the same time, a tremendous growth in the public demand for play-

grounds, swimming pools, tennis courts, community buildings and other recreational features in all parts of the metropolitan area have brought a flood of requests for these facilities to the Playground and Recreation Commission.

GLENDORA TO CREATE PLANNING COMMISSION

The City Council of Glendora, California, has adopted an ordinance calling for the creation of a planning commission for that city. Mayor E. E. Comstock appointed the following commissioners: Gordon Bell, six years; Mrs. L. R. Chapman, three years; Colonel E. F. Underhill, one year; Mrs. S. J. Maloney, four years; R. B. Bidwell, two years; and Tom G. Miller, five years. The ex-officio members to act on this commission, as designated by the ordinance and state law, are the city attorney, city engineer, and mayor. These positions are now held by L. G. Shelton, Arthur DeMott, and E. L. Comstock. A master plan for city development is in the process of formation, and it is believed that this body can provide immeasurable service in settling upon courses most advantageous to future progress.

Santa Barbara county is perfecting plans to secure some 4000 acres of land near Point Sal for a state park, to be purchased out of the county's \$6,000,000 park bond issue. The property is owned by the Marshall Properties, Inc., of Los Angeles, and is one of the few undeveloped pieces of beach frontage in that section of the state. It surrounds picturesque Point Sal, the most westerly headland of the continent in Southern California.

LOS ANGELES PLANNING ASSOCIATION HOLDS MEET

The City Planning Association of Los Angeles County assembled at the University of California at Los Angeles, in Westwood, March 8, for the regular monthly meeting. One of the principal speakers was Mr. Panghorn of the Janss Investment Company, and who conceived the idea of Westwood, which is beautifully plotted with a wonderful planting of trees. This new

community is considered by many to be a model of planning, being properly zoned, a certain number of lots in proportion to the size of the town having been reserved for business, apartment houses and residences.

LIBRARY DISPLAY FOR OAKLAND AT NATIONAL MEET

An exhibit of Oakland's city school libraries will be placed on display before the national meeting of the American Library Association to be held in Los Angeles June 23 to 28.

The display will cover the junior and senior high school branches, as well as those in the elementary schools and will be arranged and directed by Mrs. Elizabeth Madison, supervisor of libraries in the Oakland schools.

CITY PLANNING COMMISSIONERS

At least 691 municipalities in the United States have recognized the value of farsighted planning for their orderly physical development by establishing official planning commissions or boards, according to the tabulation made by the Division of Building and Housing of the United States Department of Commerce. This large number, and the fact that the interest in planning activity is not confined to any one region, indicate a general appreciation of the need for modern city planning. Cities having planning commissions are believed to be more apt than others to exercise foresight and true economy in controlling the laying out and improvement of streets, the location of parks, playgrounds and public works, the development of transit and transportation, provision for street traffic, and in regulation of private use of land through zoning ordinances.

SCHOOL PRINTS SPLENDID TEXTBOOK ON OAKLAND

"Oakland, a Story for Children," a splendid textbook on that city compiled by four faculty members of the Oakland public schools, has just come off the press of the McClymonds High School Printing Shop. The preface, signed by Willard E. Givens, superintendent of schools, says:

"The publication of this book represents a new procedure in the provision of instructional materials for the Oakland public schools. There being no publications available which would bring to the children of Oakland a real knowledge of their home community, a group of our teachers vol-

unteered to write this book. In their undertaking they were given splendid assistance by the Oakland Chamber of Commerce, so that the completed work represents the culmination of a project made possible by the cooperation of the community and the school. It is hoped that the children of Oakland will find this book interesting and profitable and that it will lead them to a broader knowledge and a greater love for their home city—Oakland."

The book has 113 pages and is unusually well illustrated.

ANNOUNCEMENT

Link-Belt Company has the pleasure to announce that the San Francisco plant and offices are now located in their new home, 400 Paul Avenue, at Bayshore Highway.

We have built a modern and spacious plant in order to keep pace with the general development of the Pacific Coast. A cordial invitation is extended to you to visit these new quarters at any time and see our fine facilities for serving you in the elevating, conveying and power transmission lines.

CIVIC BEAUTIFICATION PROGRAM

Civic beautification plans of two Los Angeles County cities are being recommended as examples of what may be done in other cities in that area, in a move sponsored by the Los Angeles Chamber of Commerce under the direction of the organization's civic development department, for the purpose of developing a general movement to improve unsightly vacant lots and barren fields.

The Glendora Chamber of Commerce has inaugurated a lot clean-up campaign in advance of the summer season when these areas are usually burned off. To prevent the eyesore of burned areas, the Glendora Chamber is directing a move to clean all vacant lots which are then plowed, graded and sown with clover and poppy seed. A similar move has been carried out at Southgate.

DENVER INSTALLS NEW CITY DEPARTMENT

The City and County of Denver has installed a department in the City Treasurer's office and are selling, di-

rect to the general public Denver Municipal Improvement District Bonds. The bonds are issued for various special improvements, for example: Sidewalks, curbing, guttering, grading, general paving, alley paving and sanitary sewage. The city, for the last five or six years, has issued and sold a little more than \$1,000,000 worth of these bonds, each year. They are issued in various denominations, \$100, \$500, and \$1000 each. They are made absolutely due in fifteen years, but are callable as required by law, in numerical order on thirty days' official published notice at par and accrued interest. The bonds bear 5½ per cent interest, payable semi-annually in the city treasurer's office in Denver. Exempt from Federal and Colorado personal property taxes, these bonds have at present and have had for the last fifteen years a splendid ready market.

THE CALIFORNIA ELECTRICAL INDUSTRY

The forthcoming issue of the *California Journal of Development*, official publication of the California State Chamber of Commerce, will state:

"The growth of the electrical industry in California during the past nine years is without precedent in the history of the industry. Today it ranks among the greatest industries of the State. California is the second largest producer of electric power. During 1929 the output of the State reached the record total of 8,849,622,000 kilowatt-hours, which amounts to 9.1 per cent of the output in the United States.

"Production in California from 1920 to 1929 increased 137 per cent. The gains for the eleven western states and the United States over the same period were 107 per cent and 124 per cent, respectively. The 1929 output in the State exhibited a gain of 10.9 per cent over the previous year. Electric power produced in the eleven western states showed an increase of 8 per cent over the previous year, and the gain for the United States amounted to 10.8 per cent.

"The alternating wet and dry years greatly influenced the proportions between the fuel and hydro generation. Hydro-electric power plants during 1929 produced 72 per cent of the total output and fuel plants 28 per cent. In 1924, with the decreased water supply, 43.5 per cent of the total output was produced by steam stations. On account of the abundance of water supply during 1927, the output of fuel plants was only 9.7 per cent of the total production.

RECENT COURT DECISIONS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

PACIFIC COAST

Recall Petitions.—On April 11, 1930, in the case of *Lynn v. City Council of Culver City et al.*, the District Court of Appeal handed down a decision holding where both joint and separate petitions were circulated and signed by electors, and all filed as a single petition, the proceeding was insufficient because of the fact that while some of them had a sufficient number of names the others did not, wherefore the whole proceeding was defective. 286 Pac. 182.

Damages for grading streets.—On April 11, 1930, in the case of *Clarke et al v. City of Seattle*, the Supreme Court of Washington handed down a decision holding that in the original grading of a street it is not the duty of the city to erect a bulkhead or retaining wall for the purpose of maintaining lateral support, and that in such case the city was not liable for damages caused by sliding of the earth. 287 Pac. 29.

Re-assessment for street improvements.—On April 10, 1930, in the case of *School District etc., v. City of Helena*, the Supreme Court of Montana handed down a decision holding that a re-assessment for street improvements cannot be made unless especially authorized by statute. 287 Pac. 164.

Reversion of land in street closing.—On May 3, 1930, the Supreme Court of Kansas, in the case of *Shoen v. Baker*, handed down a decision holding that under the revised statutes of that state, 1923, 14-423, a land owner whose grantor dedicated an entire avenue, on subsequent vacation or abandonment of that avenue, was entitled to all the land in the avenue and not only one-half thereof. 287 Pac. 233.

Police Power - Nuisances - Public Health.—On April 21, 1930, the Supreme Court of California, in the case of *Patrick v. Riley*, handed down a decision holding that whatever reasonably tends to preserve the public health is subject to action by the legislature under police power, and that in order to protect the public health, destruction or summary abatement of nuisances

may be ordered. This case was designed to construe the legality of the Bovine Tuberculosis Law. 287 Pac. 55.

Municipal Water Supply.—On March 21, 1930, the Supreme Court of California, in the case of *City of San Diego v. Cuyamaca Water Co. et al.*, handed down a decision holding, among other things, the following:

1.—That the use of land for supplying water to other municipalities did not prevent condemnation by city.

2.—That the city of San Diego had prior paramount right to use of the necessary waters of San Diego River.

3.—That the city could not be prevented from exercising right of eminent domain over lands forming portion of the water course. 287 Pac. 496.

Street Obstructions.—On April 24, 1930, the Supreme Court of Washington, in the case of *State Ex Rel v. Soham etc.*, handed down a decision holding that a citizen and taxpayer of the city, having no express interest in the matter of an obstruction in streets, cannot maintain an action to compel their removal, the obstructions complained of consisting of gas pumps, oil filling stations, and similar appliances. 287 Pac. 680.

Weed Assessments.—In the case of *Bayside Land Co. vs. Dolley*, January 18, 1930, the Cal. App. Court held that a city council had no power to have weeds removed from lots and the cost thereof assessed on property, unless the necessary resolution contained a particular description of the property. (284 Pac. 479.)

OTHER DECISIONS IN THE UNITED STATES

Bathing Beach in City Park.—In the case of *St. John vs. City of St. Paul*, the supreme court of Minnesota held that in maintaining a bathhouse in a city park, the municipality was performing a governmental function and therefore was not liable for negligence to the users thereof. (228 N. W. 170.)

Garbage Disposal.—In the case of *Lambert vs. City of Port Arthur*, the Texas Civ. Appellate Court held that a city, in using mixed garbage to fill trenches, was violating a statute prohibiting the dumping of garbage near highways. (22 S. W. 320.)

Office, Tenure of.—In the case of *McGregor vs. Cain*, the supreme court of Arkansas held that an office for which no definite term is fixed is held at the pleasure of the appointing power. (22 S. W. 393.)

Officers.—In the case of *State vs. Dammann*, the supreme court of Wisconsin held that the question of a person's eligibility for office is to be determined as of the time that person assumes the duties of office. (228 N. W. 593.)

Police Pension or Compensation.—In the case of *Slater vs. Grand Rapids* the supreme court of Michigan held that a policeman's widow electing to take compensation under the Workmen's Compensation Act could not recover a pension from the city. (227 N. W. 788.)

Street Closing.—In the case of *City of Colme vs. Von Seggern, etc.*, the supreme court of South Dakota held that a city cannot vacate public streets for purely private purposes, such as the purpose of inducing an adjacent property owner to erect a business building thereon. (228 N. W. 800.)

Street Law.—In the case of *Los Angeles vs. Oliver*, the California Appellate Court held that the legislature may change street law procedure and make the changes applicable to pending proceedings, unless vested rights are destroyed or contractual obligations impaired. (283 Pac. 298.)

Street Obstructions.—In the case of *Jones vs. Town of Great Barrington*, the supreme court of Massachusetts held that the failure of town officials to remove a tree or the limbs thereof so that they would not obstruct and endanger travelers on the public highway renders the town liable in case of accident. (168 N. E. 779.)

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FROM twenty-five to two hundred thousand years ago the plains of Southern California were inhabited by Giant Ground Sloth, Sabertooth Tigers, Imperial Elephants, and many other historic animals, whose bones have been taken from the famous La Brea Asphalt Pits in Los Angeles.

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MUNICIPAL ASSOCIATIONS

SOUTHERN CALIFORNIA ASSOCIATION OF CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS

El Segundo, California, May 17, 1930

By RUTH E. MEILANDT, *Secretary-Treasurer*

AFTER a special tour of the Beach Cities, in a Pickwick Nite-Coach, and a trip of inspection through the Standard Oil Refinery, members of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers and their guests met in the Auditorium of the El Segundo City Hall at 1:00 P. M. where a wonderful luncheon, with everything from Cocktail to Mints were served, the City of El Segundo acting as host. It was known that Victor D. McCarthy had charge of arrangements for the fine meeting, and therefore whose noses were counted, over 140 officials from thirty cities were found to be in attendance. Beautiful Lithographed Acquaintance Improvement Bonds, prepared by D. Martin of H. S. Crocker Company, bearing the events of the day, the program, and menu, were found at each place.

At the close of the luncheon, President J. Oliver Brison opened the meeting and introduced the host, Victor D. McCarthy. Mr. McCarthy welcomed the visitors, and introduced the members of the El Segundo City Council, and other officials. Special introductions of Mr. H. L. Whitman, of the Los Angeles Auditor's office, Joseph M. Lowery, Chief Auditor, Los Angeles City Controller's office, John M. Pfiffner, of the University of Southern California, M. B. Bothwell, of Pacific Municipalities Magazine, visiting Mayors and City Managers were next had. Emery E. Olson, of the University of Southern California expressed his appreciation to the members of the Association for their co-operation in the last Short Course conducted in Public Administration by the University.

Wm. Smith, City Treasurer of the City of Burbank, told of his candidacy for the office of State Treasurer, requesting the support of the Association members in the coming election.

Luncheon Program

The gavel was turned over to Victor D. McCarthy who presented El Segundo's Mayor, Honorable George Love. Mayor Love heartily welcomed the Association to his city, and in closing presented to President Oliver Brison, a huge key be decked with ribbons, turning the city over to the Association for the occasion. His enthusiastic welcome was responded to by both President Brison on behalf of the officers, and by Glenn E. Chapman, City Clerk of Glendale on behalf of the members.

Jas. F. McCullough, President of the Chamber of Commerce of El Segundo was next introduced and his remarks were entitled "Optimism and Witterisms," having to do with leadership in politics and public affairs. His message was very instructive and enjoyable.

"Lassie" MacDonald, who in every-day life is Jock MacDonald an employee at the Standard Oil Plant, was called upon and in falsetto voice, dressed as a Scotch

lassie, gave several very humorous "Scotch" love songs. On his encores, he accompanied himself on an accordion. Mr. MacDonald's impersonations were cleverly given, and his performance thoroughly appreciated.

Mr. McCarthy next introduced Mrs. Marie J. Wolfram, Concert pianist, who delighted the group with several difficult piano selections, after which Mrs. Minnie Hughes, accompanied by Mrs. Rita Woodcock sang two beautiful numbers. Her second number, "When it's Spring time in the Rockies," a lifting popular melody, was especially well received.

Speaker of the Day

The speaker of the day, Arthur M. Ellis, prominent Los Angeles attorney, was presented by Arthur W. Langley, City Clerk of Monterey Park.

Mr. Ellis, who for many years has had a state-wide reputation as an expert in municipal affairs, and particularly in street proceedings, gave a very enlightening discussion of several parts of the 1915 Bond Act and also of the keeping of street proceedings by City Clerks. Mr. Ellis defined the 1915 Act as being an individual assessment scheme with a general district obligation, and he took up the matter of making refunds under the act. He advised that if a property owner desires to pay up his assessment under the 1915 Act, the amount of the assessment and the interest as required under the Act be collected, and that no refunds be made until the end of the period, after the bonds have been paid out. Mr. Ellis particularly warned against the making of undue refunds, stating that if assessments are allowed to go to bond under the Act, they should be willing to stand the consequences of same.

Mr. Ellis cautioned Engineers and Street Superintendents to exercise great care in the crediting of street assessments on the street records, as the release given by them is absolutely final, and carelessness in this matter will lead to no end of trouble.

In the matter of keeping of street proceedings, Mr. Ellis called attention to the fact that City Clerks many times do not make correct minute entries regarding grade changes. If a property owner desires to make an objection to grades, his protest should be made at the time of the hearing of the Resolution of Intention on the work, and that the said owner should be required to state just what the nature of the protest is, and how much damage will occur if allowed to remain as proposed, which objections should be set up in the record. At all hearings, those in the audience should be given an opportunity to be heard, by the Mayor, and in the event of the continuation of a hearing, a certain definite place, date and hour should be set and recorded.

When it is found desirable to abandon a proceeding, Mr. Ellis stated that all

protests received should be over-ruled by a 4-5 vote of the City Council before the proceeding is abandoned. If this action is not taken the jurisdiction of the Council to proceed with a similar improvement within a six months period, will be blocked.

To those officials in whose cities there are Torrens titles, Mr. Ellis requested that very diligent searches be made to find out just how many properties are registered in Torrens title, the search to be made when the improvement or work is ordered and another before the hearing on assessment, as special notice of any lien must be given properties in Torrens title.

Mr. Ellis covered many other points of interest in the handling of proceedings of a City Council, and his remarks were intensely interesting to all those in attendance. When he concluded his discourse, such a storm of applause greeted him, that he remarked, "It is quite a revelation to me to have anyone applaud anything that has to do with street assessments."

Business Meeting

The gavel was returned to President J. Oliver Brison to conduct the business meeting, and he called upon the Secretary for the following report:

Balance on hand, Jan. 1, 1930.....	\$ 63.70
Receipts thru May 17, for dues.....	85.00
Total	\$138.70
Disbursements thru May 1, 1930.....	
for expenses	\$ 12.00
Balance	\$126.70

Change in By-Laws.—It was brought up that at the Tujunga meeting of the Association, George Wood, Controller of Pasadena, presented a matter of a proposed change in the By-laws of the organization, and announced that at the next regular meeting a proposition would be voted upon providing that the By-laws may be set aside at any time by the unanimous vote of the members of the meeting, and also providing that officers of the Association shall hold office until their successors are elected. There was considerable discussion in the matter, and City Clerk McCarthy of El Segundo suggested that the change should provide that officers of the Association shall hold their office until their successors are elected or appointed. Sufficient notice having been given, thereupon on motion of City Clerk Langley of Monterey Park, seconded by City Clerk Mahood, of Huntington Park, and unanimously arrised, the following resolution was added:

Resolution

BE IT RESOLVED that a paragraph be added to Article X of the Constitution and By-laws, to read as follows:

"The officers of this Association shall hold office until their successors are elected or appointed."

BE IT FURTHER RESOLVED that Article XI of the Constitution and By-laws, be amended to read as follows:

"These by-laws may be amended at any regular meeting provided that notice shall be given at a preceding meeting or in the notice calling such regular meeting that amendments to the by-laws will be considered, and further, these by-laws may



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be set aside at any time by the unanimous vote of the members in attendance at any meeting."

Elections - Sixth Class Cities - Resolution.—Communication from Wm. J. Locke, Secretary-Manager of the League of California Municipalities, was read, stating that at the regular meeting of the Northern California Association of Clerks, Auditors, Assessors, and Treasurers, held in Vallejo on April 19th, 1930, a resolution was adopted requesting the League of California Municipalities to use its influence to have the municipal corporations act governing sixth class cities amended so as to provide that hereafter the regular election day in said cities shall be held on Tuesday instead of Monday, further stating that in the discussion which took place on the resolution it was pointed out that holding the election on Monday requires the clerk to devote all of the preceding day, Sunday, in making preparations for the election, giving out supplies, etc., and also that state and county elections are held on Tuesday, and it would be advisable to have a uniform election day for all political subdivisions.

The matter was discussed by the members of the Association, and City Clerk Langley of Monterey Park moved, seconded by City Clerk Bertha Morgan of Tujunga, and unanimously carried, that the suggestion and Resolution as hereinabove set forth be given the approval of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers.

Resignations - George Wood, Chairman of Program Committee; J. Oliver Brison, President.—Communication from George H. Wood, City Controller, Pasadena, tendering his resignation as Chairman of the Program Committee, was received and read by the Secretary. Mr. Wood has resigned his position with the City of Pasadena, his resignation to be effective at the close of the fiscal year June 30th, and on account of that fact will not be eligible to regular membership in the Association.

Communication from J. Oliver Brison, our President, was next read stating that he had resigned as City Clerk of Long Beach on April 19th, and that therefore he was tendering his resignation to the Association as President.

A storm of verbal tributes to the two officers were made by the members of the association, upon whom the resignations were a complete surprise, and it was voiced by J. W. Charleville, City Manager of Glendale that the success of the Association has largely been due to the endeavors and accomplishments of the President and Program Chairman and that every effort should be made to keep them with the Association. Definite action on the resignations was deferred, and City Treasurer Hedrick of Compton moved that the said resignations be taken under advisement until the next meeting of the Association, which motion was seconded by City Clerk Langley of Monterey Park, and unanimously carried.

School District Boundaries.—J. F. McCullough for the Chamber of Commerce, of El Segundo was granted permission to make the suggestion that the Association consider the advisability of amending the Municipal Corporations Act governing Sixth Class Cities, so as to provide that the boundaries of all sixth class cities would automatically become the boundaries of the school district for said city, and that all school districts of sixth class cities shall remain school district units of the state school system. Mr. Mc-

Cullough stated that this provision should not prevent adjoining districts from annexing with the school districts of cities in the usual proceedings provided, nor for the formation of Union High School Districts as now provided. The present laws pay no attention to the boundaries of school districts in relation to city boundaries, and in some cases the territory of sixth class cities may lie in three different school districts.

Mr. McCullough's suggestion was approved by the Association and the Secretary was requested to transmit the same to the League of California Municipalities for consideration.

L. A. Municipal Airport Inspection.—Following the meeting, a number of the members of the Association were escorted through the Los Angeles Municipal Airport, through the courtesy of Colonel Richard B. Barnitz and Mr. Woodruff De Silva, Director and Assistant Director respectively of the Department of Airports of the City of Los Angeles, where the present plans and future possibilities of the airport were explained. Also special arrangements had been made with the Curtiss-Wright Flying Service to permit the members of the association to take the usual fly providing a view of Centinella Valley the Pacific Ocean and Los Angeles, at the unusually low price of \$1.50 per person.

Adjournment
It was the consensus of opinion that the arrangements for the meeting had been most complete and that a great deal of benefit had been derived from the educational discourse, features and discussions. A vote of appreciation was extended to Victor McCarthy and the El Segundo Council for their efforts in presenting such a successful session.

Those who were present, are listed as follows:

Alhambra
Chris. Campbell, Mayor; Mrs. Dan B. Martin, guest; R. B. Wallace, City Clerk; Mrs. R. B. Wallace; Beatrice Dredge, Deputy City Clerk; A. E. Stockbridge, City Manager; Ruby Hartzig, Secretary to City Manager; Evelyn T. Caulk, City Treasurer; Dollina McKay, Deputy City Treasurer; R. D. Wickham, City Attorney.

Anaheim
W. J. Lake, Deputy Controller; Ida C. Lake, guest; Mrs. Clara J. Heying, guest.

Bell
A. P. St. John, City Treasurer; Ethel Corwin, Deputy City Clerk; I. N. Vaughn, City Clerk; Dorothy Rosson, Assistant to Treasurer.

Burbank
F. S. Webster, City Clerk; Mrs. F. S. Webster, guest; Robt. H. Hill, Deputy City Clerk; Wm. E. Smith, City Treasurer; W. H. Stroud, Councilman; Mrs. W. H. Stroud, guest; Roy Arnold, Auditor-Public Service; Mrs. Roy C. Arnold, guest.

Compton
R. B. Hedrick, City Treasurer; Lois Shockley, Secretary to Treasurer.

El Segundo
Victor D. McCarthy, City Clerk; Mrs. Vivian D. McCarthy, guest; Clyde Woodworth, City Attorney; K. E. Campbell, guest; C. K. McConnell, Fire Chief; Marie J. Wolfram, guest; Mr. J. F. McCullough, Chamber of Commerce; Mrs. J. F. McCullough, guest; Mr. Frank L. Snow, El Segundo Herald; Mrs. Frank L. Snow, guest; Minta Curtzwiler, City Treasurer; W. R. Selby, guest; Neva M. Elsey, Deputy City Clerk; Mrs. Minnie

Hughes, guest; Mrs. Rita Woodcock, guest; George Love, Mayor; Mrs. George Love, guest; Wm. A. Krimmel, Jr., Councilman; Mrs. Wm. A. Krimmel, guest; R. Hutchins, City Engineer; Mrs. R. Hutchins, guest.

Fillmore
C. Arrasmith, City Clerk and Manager
Glendale

Glenn E. Chapman, City Clerk; Jack Albers, City Engineer; Blanche H. Gartley, City Treasurer; J. W. Charleville, City Manager.

HAWTHORNE
W. Edward Sieger, Auditor; Mrs. W. Edward Sieger, guest; S. V. Fraser, City Clerk; Mrs. S. V. Fraser, guest; Mary Luella Wells, City Treasurer; Rose M. Flemichamp, guest.

Hermosa Beach
S. D. Samson, City Treasurer; J. A. McMillan, Councilman.

Huntington Park
W. P. Mahood, City Clerk; Miss Agnes R. Platt, Deputy Clerk.

Inglewood
Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding, guest.

Long Beach
John G. Speilman, City Assessor; Mrs. John G. Speilman, guest; J. Oliver Brison, President; O. E. Coombs, Deputy Auditor; F. W. Brejcha, Deputy Auditor; B. C. Bub, Property Clerk; F. N. Ball, Deputy Auditor.

Lynwood
C. Reed, City Treasurer; R. W. Anderson, City Clerk; Alice M. Rutter, guest.

Montebello
J. P. Walker, City Clerk; L. D. Ashleigh, City Treasurer.

Monterey Park
A. W. Langley, City Clerk; Mrs. A. W. Langley, guest; John Langley, guest; P. H. Peters, Councilman; Geo. H. Pash, Supt. Public Works; Mrs. Geo. H. Pash, guest.

Monrovia
F. A. Dupar, City Clerk; Mrs. F. A. Dupar, guest; Annetta Monroe, City Treasurer.

Pasadena
Bessie Chamberlain, City Clerk; Frederick G. Stoehr, Asst. City Attorney; Bernard E. Chamberlain, Asst. Engineer; B. H. Rhodes, City Treasurer; Mrs. B. H. Rhodes, guest; Geo. H. Wood, Controller.

Redondo Beach
C. C. Mangold, City Clerk; Mrs. C. C. Mangold, guest; Geo. H. Anderson, City Treasurer; Mrs. Geo. H. Anderson, guest.

San Buenaventura (Ventura)
Ruth E. Meiland, City Clerk.

San Fernando
Ivan A. Swartout, City Clerk; Mrs. Ivan A. Swartout, guest.

Santa Ana
Lloyd H. Banks, City Auditor; Mrs. Lloyd H. Banks, guest.

Santa Barbara
Bernice Herd, City Treasurer and Tax Collector; S. B. Taggart, City Clerk and Auditor; Helen Hancock, Clerk, Treasurer and Tax Collector.

Signal Hill
George H. Cooper, City Clerk; Mrs. George H. Cooper, guest; W. E. Henshaw, Mayor; Mrs. W. E. Henshaw, guest; A. A. Taylor, guest; Kathryn V. Slater, guest.

South Gate
H. C. Peiffer, City Clerk; Mrs. Lena E. Peiffer, guest; Louise Workman, Bookkeeper; John Workman, guest; F. W. Munson, City Auditor; Mrs. F. W. Munson, guest.



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The boss on every Mueller Service Clamp is amply heavy to permit full depth of thread, which is tapped to template, thus assuring a good, sound joint. All patterns of clamps are furnished with Mueller Patented Lead Ring Gaskets, which fit into a groove on the inner curve of the clamp. All gaskets are molded with ears which are turned up over the edge of the clamps to hold gaskets in the proper position while the clamp is being placed on the main. No leaks possible because gaskets are cast integral.

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South Pasadena

H. A. Huntzinger, City Treasurer.

Tujunga

Bertha A. Morgan, City Clerk; Harry M. Rice, Fire Chief and Street Supt.; Mrs. Grace Rice, guest; Mrs. Mary N. Foote, guest; Mrs. Bertha M. MacDonald, Councilwoman; John O'B. Bodkin, Mayor; Mrs. Effa E. Bodkin, guest.

Upland

R. G. Manley, City Service Manager.

Special Guests

Arthur M. Ellis, attorney, Los Angeles; Dr. John M. Pfiffer, professor, U. S. C., Los Angeles; Mrs. John M. Pfiffer, guest, Los Angeles; M. B. Bothwell, Pacific Municipalities, San Francisco; Mrs. M. B. Bothwell, guest, San Francisco; Mrs. J. C. Chamberlain, guest, West Los Angeles, Calif.; Joseph M. Lowery, Chief Auditor, L. A. City Controller's office, Los Angeles; Emery E. Olson, Coordination officer, U. S. C., Los Angeles; Dan B. Martin, H. S. Crocker Co., Los Angeles; Betty Satterfield, H. S. Crocker Company, Los Angeles.

PACIFIC COAST ASSOCIATION OF FIRE CHIEFS**To the Membership:**

The date of our 1930 convention is fast approaching—September 1, 2, 3 and 4.

Our recent meeting of the committees with Commissioner Colburn and Chief Lutkey at Oakland demonstrated that the convention will go over in a real old-fashioned Oakland style. It will unquestionably be the best attended convention in history.

The chief attraction will be the International Association's educational program during four sessions of the convention. Because of the intense interest in this program, registration for seats in the auditorium must be made previous to the convention. The 1900 seats in the Auditorium Theater will all be filled when the convention opens. Registration card is enclosed, which must be filled out and returned to us immediately. We will publish a list of those who intend to come in the Pacific Coast Fire Chief, so after forwarding registration card, watch for your name and number in the Fire Chief magazine. If you are bringing other delegates, make request for additional blanks immediately.

At the close of the educational program, Wednesday noon, copies of all of the lessons will be handed out to each delegate who is a member of the association. These lessons, which were drafted by the International Committee, are worth many times the cost of membership in the association. Members not attending will receive a copy of all lessons shortly after the convention.

If you want letters written to your officials requesting your attendance at the convention, send in their names as early as possible.

How did you like the Vancouver Convention report?

Fraternally,

JAY W. STEVENS, Secretary.

P. S.—You are expected to show your loyalty to the association's work by sending in at least one new member.

NINTH ANNUAL ASPHALT PAVING CONFERENCE

At a meeting of the board of directors of the Asphalt Institute, held June 3, in New York, the city of Memphis, Tenn., was selected as the meeting place for the

Ninth Annual Asphalt Paving Conference to be held this year, the meeting to convene on Monday, December 1, continue through December 2, 3 and 4, and close on December 5.

The Association of Asphalt Paving Technologists will, as usual, meet in conjunction with the conference.

The arrangement will be in charge of various national and local committees created for the purpose. O. I. Kruger, City Commissioner of Memphis, and W. B. Fowler, Memphis City Engineer, are assisting in organizing the commit-

tees which will have charge of the local arrangements. An elaborate entertainment program is being planned.

From one thousand to fifteen hundred engineers, technologists, public officials, contractors and asphalt producers are expected to be in attendance, since an effort this year will be made to break all previous attendance records.

Previous asphalt paving conferences have been held in Atlanta, Ga.; Louisville, Ky.; Denver, Col.; Detroit, Mich.; Washington, D. C.; New Orleans, La., and West Baden Springs, Ind.

SOUTH SAN JOAQUIN VALLEY LEAGUE

By H. S. FOSTER, Secretary

Selma, June 3, 1930

The League of Municipalities of the South San Joaquin Valley met in regular session in the Hotel Selma in the city of Selma at the hour of 7 o'clock p. m.

Mayor Catlin of Kingsburg, president of the League, acted as chairman and presided at the banquet which was served in the banquet hall of the Hotel Selma, and introduced those who took part in the program.

A number of songs were given by Mr. Isadore Carlson, accompanied by Miss Aspinall at the piano.

After an hour spent enjoying the delicious banquet and a delightful musical program, President Mayor Catlin called the meeting to order and proceeded with the regular business.

A call of the roll disclosed representatives of various cities as follows: Clovis, 4; Coalinga, 6; Chowchilla, 1; Fresno, 5; Kingsburg, 4; Madera, 2; Selma, 7; Tulare, 5.

President Catlin then introduced Mr. George Allen, editor and manager of the league magazine, CALIFORNIA MUNICIPALITIES, who gave a very interesting and instructive talk on highways and other matters of interest to this League.

Mr. Allen stated that the directors of the League of Municipalities, together with Mr. Whitnall, had a conference with Mr. Bert Meek and other members of the Highway Commission and presented to them a plan suggested by the League of Municipalities to remedy a present provision of the state law regarding highways whereby various cities are compelled to pay all of the expense of installing, maintaining and repairing city streets that are now used as connecting links for the State Highway.

Mr. Allen stated that Mr. Meek appeared to be in favor of the suggestion and agreed that the cities had a right to ask for assistance in the matter and a meeting was arranged to be held in August at which an effort will be made to equalize the situation. He stated that Secretary Locke was preparing a bill for the board of directors of the League to be submitted to the Legislature which would thoroughly classify and define "highways," and that eventually the situation would be rectified.

He then spoke of the various activities of the League and called particular attention to the Thirty-second Annual Convention which will be held in Long Beach October 6 to 10, 1930, and urged all of the cities in this valley to send representatives.

Attorney John Coghlan of Madera suggested that the report of the Committee

on Highways be published in the League magazine.

Mr. Coghlan also suggested that a rate-finding or fact-finding body be organized by the State League for the purpose of preparing data and assisting the various cities in presenting to the Railroad Commission the city's side of the various controversies with public service corporations, such as gas, electric, water rates and other matters.

Mr. Allen explained that the Railroad Commission was originally planned to look after the interests of the people, but that it has now become merely a judicial body dealing with the facts submitted, and that as the corporations had unlimited time to prepare their cases and were always in possession of the necessary data, the cities were sometimes at a disadvantage in presenting their cases to the commission.

He stated that the League is now making an investigation of the probable cost of organizing and maintaining such a bureau, securing the necessary data and assist the cities in their cases before the railroad and other commissions.

President Catlin read a letter from Mr. William J. Locke, asking for an expression on certain matters relating to city government.

Proposition 1, regarding a change from 5 to 6 trustees, two to be elected every two years and the term of office to be six years.

Proposition 2, relating to a proposed change that would make the City Clerk of the various cities ex-officio auditor.

Proposition 3, relating to budgets.

As all of the cities of the valley are now operating under budget systems, it was voted that this League express its opinion as approving the budget plan, but disapproved Items No. 1 and No. 2.


There was a discussion on "Budgets and no Budgets" between Mr. Shepard and Mr. Glass which furnished considerable amusement on the part of Mr. Shepard and considerable interesting and instructive information from Mr. Glass.

At the request of Mr. Erickson, Mr. William Glass gave a most instructive report of the hearing in reference to gas rates in Fresno.

President Catlin then called attention to the selection of the place for the next meeting.

An invitation was extended to meet in Clovis, and on motion of Mr. Coghlan, seconded by Mr. Erickson, duly carried, the invitation was accepted.

Mr. Trabing called attention to the "Sign-up Drive" for the stabilization of



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Asphaltic concrete 1½ in. thick over old macadam, laid by Hollywood Paving Company in Fremont Place, a residential show-place of Los Angeles. The illustrations show two views of the completed work.

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The advertiser will be pleased if you mention Pacific Municipalities

the raisin industry and requested that some action be taken by this League in the matter.

Mr. Erickson recommended that all business houses close at least one day during the drive.

Mr. Shepard stated that said plan did not work out very well and explained the reasons why.

On motion of Mr. Glass, seconded by Mr. Erickson, a resolution was passed reaffirming the endorsement of the plan suggested by the Federal Farm Board and urging the assistance of the city officials of the valley. (A copy of said resolution is attached hereto.)

On motion of Mr. Trabing, seconded by Mr. Glass, duly carried, a vote of thanks was given to Mr. Carlson, Miss Aspinall, Dr. Groshong and the other officials of Selma for this pleasant evening.

On motion of Mr. Trabing, seconded by Mr. Wheeler, the Secretary's bill of \$2.75 stationery and phone calls, \$2 for dinner for guests and \$10 for salary, a total of

\$14.75, was allowed and ordered paid by the Treasurer.

There being no further business, on motion of Mr. Coghlan, seconded by Mr. Erickson, duly carried, this meeting adjourned.

To the Members of the League of Municipalities of the South San Joaquin Valley:

At the regular meeting of the League, held at Selma, June 3, 1930, the following resolution was regularly introduced and unanimously passed and adopted:

Resolution

"WHEREAS, the stabilization of the raisin industry is of vital importance to the various communities of the San Joaquin Valley, and,

"WHEREAS, the membership of this League in regular session assembled on the 24th day of March, 1930, unanimously endorsed the plan submitted in said matter by the Federal Farm Board, and,

"WHEREAS, concerted action on the part of the people in the valley is necessary to secure the signatures required to

put the plan in operation; now, therefore, be it

"RESOLVED, That this League of Municipalities of the South San Joaquin Valley does hereby reaffirm its endorsement of the plan suggested by the Farm Board and Mr. Teague and does recommend and respectfully urge every city official and all merchants, business and professional men in the valley to take time from their regular occupations and report to the Raisin Committee in their respective communities for assignment and instruction as to where to go and what to do to accomplish the complete success of the 'Sign-up Drive.' Be it further

"RESOLVED, That the newspapers in the valley be requested to give publicity to the action taken by this League and that copies of this resolution be forwarded to the various cities in the valley.

"League of Municipalities of the South San Joaquin Valley.

"By R. A. CATLIN, President.

"Attest: H. S. FOSTER, Secretary."

PLUMBING INSPECTORS' ASSOCIATION OF CALIFORNIA; SOUTHERN DIVISION

By STEPHEN I. SMOOT, Secretary

The Plumbing Inspectors' Association of California, Southern Division, held their regular monthly meeting in the Los Angeles City Hall on May 22, 1930, with President J. B. Davis presiding.

Minutes of previous meeting were read and approved by the association.

Communications were read and ordered filed.

The Executive Committee (Southern Division) reported and the following recommendations were made and submitted to the association: These recommendations were approved by the association.

Active membership: L. M. Kauffly, City of Azusa; Theodore C. Combs, City of Upland.

Associate membership: Pasadena Merchant Plumbers Association, G. E. Richardson, representative.

Honorary membership: Louis Mellinkoff.

Changed meeting night from fourth Wednesday evening to third Saturday of each month. This makes the next meeting fall on June 21, 1930, Saturday at 8 o'clock.

No action was taken on having annual convention as proposed by Northern Division, for October. Laid on table for next meeting.

President Davis read a paper on cross connections which we hope to publish in the near future. Mr. Davis is going to get the consent of the writer. There was a great deal of comment on the article.

Secretary read an article which explained how the City of Alhambra is having the City Plunge connected.

We had short talks from:

Mr. David Merrill, secretary-manager of the Pacific Coast Building Officials Conference.

Mr. O. Barnwell, inspector of Beverly Hills.

Oliver F. Fender, one of the Los Angeles plumbing examiners and representative of the Pacific Pipe and Supply Co.

E. B. Hillier, representative of the Pasadena Plumbers Local No. 280.

Albert O. Lingren, representative of the Long Beach Plumbers Local No. 494.

C. W. Hinds, plumbing inspector of Santa Monica.

Mr. Johnson of County Sanitary Department.

Mr. M. C. Poulson, representative of the Clay Products Institute of California. There being no further business the meeting adjourned until Saturday night, June 21, 1930, at eight p. m., Los Angeles City Hall.

AMERICAN LIBRARY ASS'N. CONFERENCE JUNE 23-28

Orra E. Monnette, president of the Board of Library Commissioners of the Los Angeles Public Library, will give the address of welcome to the American Library Association when it meets at the Biltmore Hotel, June 23-28 for its fifty-second annual conference. Andrew Keogh, librarian of Yale University and president of the A. L. A. will preside.

The library movement in California will be particularly featured at the second general session, Wednesday, June 25. Work done by county libraries, public and college libraries, the famous Huntington Library and school libraries throughout the state will be discussed.

Milton J. Ferguson, state librarian of California, will report to the League of Library Commissions, which will meet with the A. L. A. on a demonstration of state library service, begun when Mr. Ferguson was chairman of the League in 1925 and completed this year. The survey, financed by the Carnegie Corporation, was intended to show what a newly established state library commission could do to increase book service to the people in a state, and to further library development if its work were properly financed.

Two new aspects of adult education, alumni and radio education, will be described by Levering Tyson, field repre-

sentative of the American Association for Adult Education.

Forty committees of the American Library Association will hold round table meetings to discuss school library work, work with children in public libraries, business library service, rural adult education, hospital service, work with the foreign born and other library problems. The Association of American Library Schools, and the Bibliographical Society of America will also meet with the A. L. A.

BULLETINS

Uniform Building Code. The 1930 edition of the Uniform Building Code published under the direction of the Pacific Coast Building Officials' Conference. See article in this issue on same. Copies of Code may be secured from the Conference, 1101 Heartwell Building, Long Beach, or from the publishers, the Sun Printing & Publishing House, 430 Court Street, San Bernardino. Price \$1 per copy, less than twenty-five copies.

Pavements for Modern Traffic. Street problems which concern city officials, business men and property owners are discussed in a twenty-eight-page illustrated booklet issued by the Portland Cement Association. Such important topics as the value of good pavements to a community, and concrete paving practice on steep grades, between car tracks, on heavy traffic streets and elsewhere, are discussed in a helpful way. Copies will be sent free on request to the Portland Cement Association, 33 West Grand Avenue, Chicago.

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Southern Pacific agents will gladly furnish information on resorts, fares, special tours, etc. They will help you plan your trip. Or write to E. W. Clapp, 65 Market Street, San Francisco, for travel information and free, illustrated booklets.



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Low summer roundtrip fares are now in effect throughout the Pacific Coast. "The Evergreen Playground of the Pacific Northwest" is reached by SHASTA ROUTE. You can vary your trip by a motor coach tour through the Redwood Empire en route.

Two routes between San Francisco and Los Angeles—Coast Line and San Joaquin Valley Line—each with its treasure of vacation regions.

Low Fares to the East

Low summer roundtrip fares to the East are on sale daily until September 30, return limit October 31. These fares are the same on all railroads, but only Southern Pacific offers choice of Four Great Routes to the East—go one way, return another... and Southern Pacific offers through Pullmans from the Pacific Coast to many more Eastern destinations than any other railroad. Liberal stopover privileges. A few examples of the low summer roundtrips:

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BOSTON, MASS.	157.76
CHICAGO, ILL.	90.30
CLEVELAND, OHIO	112.86
KANSAS CITY, MO.	73.60
NEW ORLEANS, LA.	89.40
WASHINGTON, D.C.	145.86

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FOUR GREAT ROUTES FOR TRANSCONTINENTAL TRAVEL

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Portland City Planners Cannot Move Quarters

Portland. — The city planning commission will not be permitted to move outside of the city hall, and if the city hall gets too crowded somebody else will be moved out to make room for the commission, Mayor Baker told J. C. Ainsworth, president, and John A. Laing, vice president of the commission, in answer to their request for outside quarters.

The officials of the commission declared that the present quarters on the fourth floor of the city hall are so cramped that the commission's work is hampered and they asked that they be allowed to get some larger quarters close at hand.

Mayor Baker said that the council felt that the work of the commission was so closely interwoven with that of the public works department and other departments of the city that it should remain in the city hall to prevent inconvenience to the public. He said that there are other departments of the city government, however, which are not

tied up so closely and that these could be moved outside to rented quarters.

Some relief was obtained by the removal of the fire alarm telegraph system from the city hall to its new building at East Twenty-first and Pacific Streets, but it did not affect all departments which are now in cramped quarters.

TACOMA TO HAVE POWER

Contract between the city of Tacoma and the Puget Sound Power & Light Company for an exchange of power in case either party to the contract finds itself short of power, due to drought or other cause, has been agreed upon, designed to protest Tacoma from a power famine such as accompanied the drought and freezeup of last winter, Commissioner Ira S. Davisson of the public utilities department informed the city council Saturday. The corporation counsel was directed to proceed to get the contract into

form for action, the council approving the step.

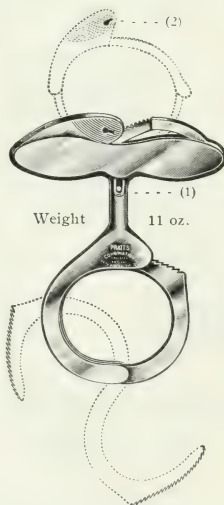
The Puget Sound Power & Light Company would furnish up to 20,000 kilowatts of power, nearly 30,000 horsepower, if called upon, under the proposed contract. There would be no standby charge and current as used would be paid for by the city at the rate of .05 cent per kilowatt hour for surplus water-developed power of .8 cent for steam generated power, with the further provision that if the Renton plant of the power company had to be started up especially to meet the city's demand current would cost 1 cent per kilowatt hour.

OREGON PRISON VISITED

SALEM, Ore.—Recently "open house" at the state prison brought out several thousand visitors for an inspection of the new administration building, which will be ready for occupancy shortly. The building, constructed entirely by prison labor at a cost for materials of approximately \$25,000, is a three-story and basement, reinforced concrete structure.

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The PRATT Combination Handcuff (as shown by illustration) is a radical departure from any known type of handcuff, as it has no chain or link to connect the cuffs, the cuffs being connected by a solid member. The lower cuff or COME-ALONG is of the rotary ratchet type and will overcome resistance without injury. A small latch (Fig. 1), which is concealed by the officer's hand when in use, operates the locking device and releases the COME-ALONG without the use of a key.

The upper cuff folds into the handle of the COME-ALONG. When the upper cuff is raised from the handle and locked (see dotted outline) the lower cuff is automatically double-locked and neither cuff can be opened except by a quarter turn upward of the key in pick-proof lock in upper cuff (Fig. 2). If prisoner resists after having first or lower cuff on one wrist, a slight twist of the COME-ALONG will make him quite willing to place his other wrist in the upper cuff. This can be done without letting go of the handle or losing control of the prisoner.

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MUNICIPAL PERSONNEL

BERKELEY SELECTS CITY MANAGER

THE Berkeley city council last week selected Hollis R. Thompson managing director of the Berkeley Chamber of Commerce as city manager to fill the vacancy caused by the resignation of John N. Edy, who, after a particularly successful administration over a number of years, has accepted the post of city manager of Flint, Michigan, with a large increase in salary.

The new city manager is well known in Berkeley, since he has

CITY MANAGER



HOLLIS R. THOMPSON

been serving in various official capacities for several years. Born in San Dimas, near Pomona, August 8, 1898, he moved at eleven to La Grande, Merced County and after to Turlock where he completed his elementary school work, graduating from the Turlock Union High School. The following three years, he attended the University of Redlands in Southern California and graduated from the University of California with the degree of Bachelor of Arts in 1921.

Served As Manager

Following his graduation he served as manager of the industrial department of the Berkeley Young Men's Christian Association for more than three years, handling employment office and organizing two new branches of this institution, one in the industrial section of Berkeley and one in the neighboring city of Albany. During this period he was intimately associated with the in-

dustries of Berkeley, making a number of careful surveys of individual organizations in connection with his work.

Following his work at the Y. M. C. A. he became assistant cashier and manager of the public relations department of the First National Bank, which position he occupied for three years, having a general banking experience with opportunity to thoroughly study the community.

Resigns Position

He resigned his position at the First National Bank to accept the managing directorship of the Berkeley Chamber of Commerce, which position he has occupied for two and a half years. His administration has been marked by the application of business principles to Chamber of Commerce procedure, with the institution of budgetary control and well developed finance program which has resulted in doubling the income of the Chamber



JOHN M. EDY

and in the uniting of all factions in the city.

During his work at the Chamber of Commerce he has had ample opportunity to study both the council-manager form of government, as it exists in Berkeley, as well as the commission and mayor-council forms of government found in other cities in California.

During his ten years' career in Berkeley he has had a prominent part in all civic activities and has served on a number of state-wide committees, particularly acting as chairman of the traffic safety committee of the State Chamber of Commerce.

HEALTH OFFICERS NEWLY APPOINTED

M. T. S. Wright is now city health officer of Dunsuir, having succeeded Mr. John H. Young.

Dr. E. H. Kersten has been appointed city health officer of Calipatria in place of Dr. F. F. Malone.

Dr. Norman Roberts has succeeded Dr. Charles W. Lane as city health officer of Coronado.

Mr. Earl J. Garberini has been appointed city health officer of Jackson, Amador County, to succeed Mr. C. B. Ardittio.

STUTT RESIGNS

Joseph A. Stutt, Chief of the Novato Fire Department, resigned from that position for business reasons recently and the board of fire commissioners of the Novato district appointed Assistant Chief Charles Olson as Chief. O. F. Taylor was named assistant chief.

James T. Drew, former chief of police of Oakland, has been appointed chief to succeed Donald L. Marshall, resigned. Dr. Mark L. Emerson has been appointed Oakland city health officer to succeed Dr. Charles I. Fancher, recently named to the city council to succeed Eugene K. Sturgis, resigned. Naming of Mr. Drew as chief of police returns to the post a peace officer who worked his way up through the ranks. He has been a member of the Oakland police department for 29 years, and during that time has served in nearly all capacities from a patrolman on a beat to head of the department.

Police Inspector Frank Swain, member of the Berkeley police department since 1919 and head of the Military Intelligence Division of Northern California during the World War, has been appointed chief criminal deputy in the office of Sheriff M. B. Driver of Berkeley.

Oscar Alden, Assistant Fire Chief at Arcata, has resigned. Stanley Bonniksen was appointed to fill the position.

City Clerk Alf. E. Edgcombe of Vallejo has been appointed by the City Council as registrar of the Board of Health and assistant health officer.

CARROLL, CITY FIRE OFFICIAL DIES

William E. Carroll, superintendent of the San Francisco Fire Department's high pressure water system since its installation in 1914, died recently after a short illness.

Carroll, native of San Francisco, was 59 years old. Active in fraternal affairs, he was a member of the Native Sons, Elks, Foresters and other lodges.

LOS ANGELES COUNTY WOMEN NAMED FOR HONOR ROLL IN HALL OF FAME

Five California women have been placed on the Honor Roll by the National League of Women Voters in recognition of outstanding work in civic, political, educational and health fields. All five are from Southern California and have been active in Los Angeles County. Their names will be inscribed on a bronze plaque to be hung in the Hall of Fame in Washington, D. C. The five are:

Mrs. Frank A. Gibson, member of the board of directors of the Los Angeles County Tuberculosis and Health Association and former member of the State Housing and Emigration Commission; Mrs. Caroline Severance, established first Kindergarten Association and Training School; Mrs. Charlotte Le Moyne Wills, originator of industrial education in Los Angeles; Mrs. Elmira T. Stevens, active in the foundation of the Santa Monica Health and Welfare Center and for 63 years in public service; and Mrs. Clara Shortridge Foltz, active in putting through legislative act to permit women to serve as executrix. Many other activities were engaged in by the honored women.

CHARLES BECKER, BERKELEY POLICE OFFICIAL RETIRES

Police Inspector Charles A. Becker, one of the oldest members of the Berkeley police department and the organizer of the junior police system, has been made eligible for retirement by the Police Pension Commission on recommendation of City Manager John N. Eddy.

Since February 1 Becker has been on sick leave and recently he filed his application for pension, due to illness. The Commission placed him on half pay and ordered his retirement as of December 1, this year, when he will have completed 25 years of service.

The inspector joined the department on December 1, 1905, when six men, among them Chief August Vollmer, comprised the force. Of these six men,

Vollmer and Becker are the only two in the department at the present time.

On January 1, 1907, Becker was appointed court bailiff and was made a sergeant on December 1, 1907. He was appointed to the inspector's bureau on March 1, 1925. During the last few

NOTICE CITY PLANNING SECTION

League of California Municipalities

Mr. Charles H. Diggs, director of the Regional Planning Commission, address Hall of Records, Los Angeles, has been appointed chairman of the program committee of the city planning section of the League of California Municipalities.

All interested in this program are requested to get in touch with Mr. Diggs at the earliest possible moment in order that the completed program will be of the greatest interest and value.

years he has been in charge of the pawnshop detail.

Becker is one of the crack pistol shots of the department, having won the national diamond medal for pistol shooting in 1906. Twelve years ago the inspector organized the first junior police system in the United States. Out of this organization has grown the present junior traffic police forces of the country.

Members of the pension commission acting on the application were Chief Vollmer, City Attorney Earl Sinclair and City Clerk Florence Turner.

Becker is married and is 55 years old. He resides at 2009 Francisco Street.

CHANGES IN HEALTH OFFICERS

Mr. Grant Shearor has been appointed city health officer of Sutter Creek to succeed Mr. Walter S. Hardwick.

Mr. F. M. Ecclefield is now city health officer of Livingston, having succeeded Mr. J. B. Lyon.

Mr. M. C. Johnson is city health officer of Loyalton in place of Mr. L. L. Palmerton.

STANISLAUS COUNTY HAS NEW HEALTH OFFICER

Dr. L. M. Coulter was appointed health officer of Stanislaus County, his term of office beginning April

first. Dr. Coulter succeeds Dr. C. H. Tenent, who has been county health officer since November 15, 1929, when the Stanislaus County Health Department began operating upon a full-time basis.

Mr. Andrew R. Schottky, a Merced attorney of wide experience in municipal law, has been appointed city attorney of Los Banos, succeeding Mr. George Klug, resigned.

H. D. Mars has been elected by the city council of Jefferson, Oregon, as mayor to fill the unexpired term of J. H. Roland.

S. A. Hughes has been elected by the city council of Salem, Oregon, to fill the vacancy created by the resignation of W. W. Rosebraugh, veteran member of the council.

C. C. Martin has been appointed councilman-at-large by Mayor F. A. Fournier and the oath of office administered by City Clerk George M. Leyda.

Frank J. Mellor, chief of inspectors of the city of Pittsburg, has resigned to become manager of the Coos Bay Lumber Company at Bay Point.

Dr. Frank MacDonald has become City Physician of Sacramento to succeed Dr. Leo W. Farrell, who resigned to become superintendent of the Sacramento Hospital.

Oscar Alden, assistant chief of the Arcata, California, fire department, has resigned. Stanley Bonniksen was named to fill the position.

Charles W. Swan has been appointed city attorney of Newberg, Oregon, to fill the vacancy left by the death of F. B. Layman.

ANNOUNCEMENT

The California Pipe & Supply Company of Los Angeles, having branches in San Bernardino and Santa Barbara, have recently taken over the account of the Michigan Valve & Foundry Company of Detroit, Michigan. Paul Vance, President of the California Pipe & Supply Company of Los Angeles, and the Machinery Pipe & Supply Company of San Diego, is well pleased with this new connection inasmuch as the Michigan Valve & Foundry Company are manufacturing a complete line of A. W. W. A. valves, together with a line of fire hydrants.

It is announced that a stock of valves and fire hydrants will be carried at all of the California Pipe & Supply Company's branches, and at the Machinery, Pipe & Supply Company of San Diego.

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Millions Saved by Los Angeles Chamber of Commerce Fire Prevention Work

Los Angeles citizens have been saved more than \$10,000,000 in insurance in the last few years and the saving continues to accumulate at a rate of almost \$2,000,000 annually through the efforts of the Safety and Fire Prevention Committee of the Los Angeles Chamber of Commerce with the effective cooperation of the Los Angeles Fire Department.

Activities of the Safety and Fire Prevention Committee date from 1915 when it was organized for the purpose of developing fire prevention and protection to keep pace with the growth of the city. The fire hazard at this time had become so acute that the Board of Fire Underwriters of the Pacific had advanced rates very materially.

Aided by Fire Chief Scott, the committee under the leadership of J. L. Van Norman made a thorough check of the situation. Early in 1919, material improvement being evident, the committee presented its case to the underwriters through the Los Angeles Fire Exchange, secur-

ing the cooperation of that organization. The result was a re-survey of the business district of Los Angeles, followed by a reduction in rates and a consequent saving to the citizens of Los Angeles of more than a million dollars annually. The committee continued its work and between 1925 and 1928 further reductions in rates were made. In 1929 the accumulations of improvements were again sufficient to bring about a revision downward, resulting in a further saving of \$600,000.

The committee is continuing its work under the Chamber Safety and Fire Prevention Department. It is now headed by W. C. Kennedy, the former chairman, Mr. Van Norman, being appointed honorary chairman owing to his desire to be relieved of more arduous duties. The department has made many hundreds of inspections of manufacturing and industrial plants in the metropolitan area. It is ready at all times to arrange for plant service, recommending the necessary measures for haz-

ard reduction and for the establishment and training of fire fighting organizations among employees.

Close relationship is maintained with the Los Angeles Fire Department and its efficient fire prevention and arson bureau.

CIVIC LEADERS TOUR L. A. WATER SYSTEM

First hand impressions of the expansion programs contemplated under the recently voted \$38,000,000 water bond issue and the proposed \$19,000,000 power bond issue to come up at the August primary, were gained last week by a party of civic leaders who toured the city's water system headed by John C. Austin, president of the Los Angeles Chamber of Commerce.

Included in the group were the city water commissioners and several members of the Chamber Water and Power Resources Committee with their chairman, Harvey S. Mudd. A report of the trip together with certain recommendations is to be drafted by Mr. Mudd and submitted to the Chamber Board of Directors.

SECRETARY'S PAGE

(Continued from Page 186)

following this practice are Berkeley, Chula Vista, Compton, Culver City, Eureka, Glendale, Huntington Beach, Huntington Park, Inglewood, Monrovia, Montebello, Mountain View, Palo Alto, Piedmont, Redlands, Redondo Beach, Richmond, San Jose, Santa Ana, Stockton, Sutter Creek, Torrance, Tulare, Whittier and Watsonville.

5. "Are the minutes signed by the mayor or presiding officer as well as the clerk?"

To this question the responses show that in approximately seventy-eight (78) per cent of the cities it is the practice to have the minutes signed by the mayor or presiding officer of the council as well as the city clerk.

Handling Public Business

It goes without saying that the public business of a municipality, which must be brought before a city council for disposition, should be handled in an orderly and systematic manner. This is particularly true in the case of cities where a large amount of business must be disposed of at each meeting. Such matters as resolutions, ordinances, hearings, communications and re-

ports should be arranged beforehand by the clerk in the order in which they are to be taken up for consideration under the rules of the council, and a calendar or typewritten list of the matters to be considered should be placed in the hands of each councilman before the meeting is opened. This practice will be found to result in a more intelligent, speedy and satisfactory disposition of the city's business.

Preliminary Conference

The practice of holding a preliminary conference between the councilmen and the chief administrative officers prior to the opening of the official meeting, in order that the members may become apprised of the different matters which they will be called upon to consider, has many advantages. Among other things it enables the members to question the administrative officers more freely; to find out the whys and wherefores, and go into more detail than is usually afforded in the formal meeting where proceedings are conducted with more ceremony. It cannot be charged that such preliminary conferences savor of star chamber methods as no business is actually transacted in them, and their only purpose is to enable the

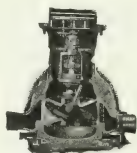
people's chosen representatives to become more familiar with details in order that they may transact the public business more intelligently.

It should not be forgotten that the responsibility for transacting that business properly is on the members of the city council and not on the people who may happen to be in attendance at the meeting.

It is the universal practice, at least in this country, to hold the meetings of municipal legislative bodies open to the public, and this is at it should be. However, the holding of secret sessions by legislative bodies is not necessarily illegal. With reference to a state legislature it has been held that "the holding of a secret session by either house is in its discretion." (Nungent's case, 1 Am. L. J. (N. S.) 139, Federal Cases No. 10375). In relation to the municipal legislative bodies the following statement of the law appears in one of the leading works on municipal corporations: "In the absence of statutory requirement, meetings of a municipal council are not open to the public." (Vol. 43 Corpus Juris, page 497).

Statutory Provision

There is a statutory provision in the state of Utah which requires a



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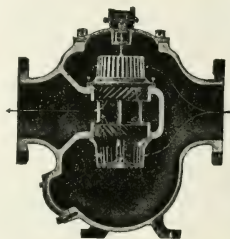
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city council to sit with open doors, and it has been held that in such case the provision extends to a council when sitting as a committee of the whole. However, the court went on to say that "if there are matters which require special attention from the whole membership of the council, we know of no law, nor any rule of procedure, which prohibits the mayor from including all the members in such special committee which must hear and consider the facts and report its findings thereon to the council the same as any other committee must do." (Lewis v. Mammoth Mining Co. Vol. 93 Pac. Reporter, page 732.)

Gen. Roberts Says

General Roberts, the well known authority on Parliamentary law, says that when an assembly has to consider a question "where the subject matter is not well digested and put into proper form for definite action, it is usual to consider it informally as if in committee of the whole. . . . Where an assembly is large and has a very large amount of business it is safer to have every main question go to a committee before final action on it is taken." (Robert's Rules of Order, Sec. 32.) This is the practice in Los Angeles and Palo Alto, where they have a council of fifteen members, also in San Francisco, where the legislative body numbers eighteen.

Practice Has Advantages

The practice of sending typed or mimeographed copies of the minutes to each councilman as soon as convenient after the meeting has several advantages. For one thing, it affords a better opportunity for catching errors, in case there be any. It also provides extra copies for

preservation in case the original record book should be stolen or destroyed. Lastly, it affords the opportunity of dispensing with reading the minutes at the next meeting and enables their approval as submitted by the clerk. This is done at the present time in twenty-five cities of California. It is also the practice in our state legislature.

Four-fifths of Cities

Four-fifths of the cities in this state follow the practice of having the minutes of the council signed by the presiding officer as well as the clerk. This practice appears to be in accord with the best legal authorities on the question.

"Records are properly authenticated by the signature of the presiding officer attested by the clerk." Vol. 43 Corpus Juris, page 517, and cases there cited.

A model ordinance on the subject of conducting council meetings and keeping the records will be sent out under a special bulletin about the time this issue of "Pacific Municipalities" goes to press. The ordinance will be based on the best legal authorities on the subject, and will be well worthy of consideration by those who may be interested.

"Order is heaven's first law."

cluding a critical study of the methods and practices employed in improvement finance in twenty-one New York cities.

Portland, Oregon.—Budget Facts and Financial Statistics of Multnomah County, Oregon, for 1930. The publication includes the 1929 annual report of the Tax Supervising and Conservation Commission of Multnomah County.

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TAYLOR OFARRELL



HOTEL CALIFORNIAN

MUNICIPAL REPORTS

California Sewage Works Association.—Proceedings of the spring conference at Fresno; second annual convention at Oakland. The California Sewage Works Association has been in operation only since June, 1928. It was organized with a membership of fifty-one men interested in sanitation. Today the association's roster includes 207 names, the largest association in the federation.

Oregon City, Oregon.—Report of the municipal activities for the year 1929, under commission-manager government, and submitted to the City Council by City Manager J. L. Franzen.

San Francisco, California.—Annual report of the public schools of the City and County of San Francisco. Compiled by Joseph Marr Gwinn, Superintendent of Schools, the report shows the city's educational progress for the fiscal year ending June 30, 1929.

New York City.—Special report of the State Tax Commission, in-

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Requests for advice or assistance on matters pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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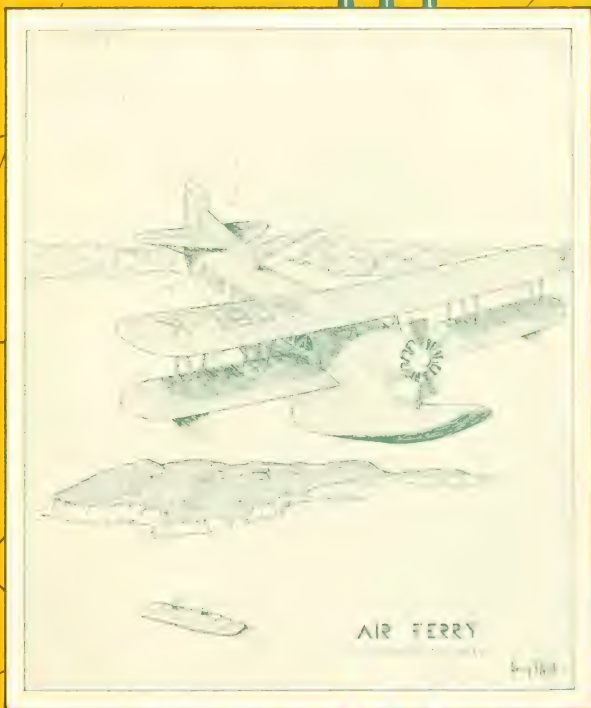
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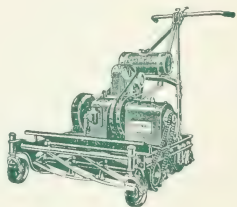
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Vol. XLIV
No. 7

July, 1930





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League of California Municipalities—League of Oregon Cities

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JULY, 1930

No. 7

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Secretary's Page,

by Wm. J. Locke Secretary-Manager

FAIRFIELD, MOUNTAIN VIEW AND STOCKTON LOSE THEIR CASES

ON JUNE 30, 1930, the Railroad Commission handed down an order dismissing complaints filed by the cities above named, the hearings of which had been consolidated, similar questions being involved in each case.

The town of Fairfield had asked for an order directing the Great Western Power Company to supply electricity for municipal use and resale to the inhabitants of a municipally-owned system in competition with the company itself, which was operating a partial system in the town. The company answered by denying that its system had ever been dedicated to municipalities for the purpose of resale.

COMPLAINT WAS FILED

A similar complaint was filed by the City of Mountain View and the City of Stockton, asking for a similar order against the Pacific Gas & Electric Company. The city attorneys of twelve municipalities joined with the complainants as counsel.

In support of their position the complainants submitted evidence showing relations between the companies and other municipalities, but the commission held that they failed to establish the claim that the companies had dedicated their facilities to the use of systems which would be operated in competition with the companies themselves. The decision was written by Commissioner Louttit and signed by Commissioners Whitsell and Decoto. Dissenting opinions were filed by the other two commissioners.

DISSENTING OPINION CONTENDS

In his dissenting opinion Commissioner Seavey contended that the action of the power companies in filing schedules for the resale of power service (Schedule P-6) con-

stituted a declaration of dedication to all electrical utilities and to municipalities distributing electricity, and that it amounted to an offer of service to a competitor, adding that the avowed purposes of incorporation showed that such was the object.

He contended that the evidence showed moreover that competitive service had existed for years between the power companies and the cities of Palo Alto and Lodi; furthermore, according to his contention, the act of procuring a franchise from a city without any reservation indicated a clear dedication.

Commissioner Carr, who also filed a dissenting opinion, contended that there was no evidence of any qualified or limited dedication either in the articles of incorporation, franchises, certificates of public necessity or published rate schedules, quoting from portions of the articles of incorporation in proof of his contention.

THE LEAGUE ASSISTS OAKLAND

Recently the League, through President Whitnall, was able to render an unusual but pleasing service to the city of Oakland.

A number of persons owning property on Grand Avenue in that city had attacked the validity of certain zoning regulations regarding the use of the avenue for business purposes. The question raised was not merely a local one, but, to a considerable extent, it involved some of the fundamental principles of zoning.

PRESIDENT WHITNALL SUMMONED

Realizing its importance, the city attorney called upon President Whitnall for assistance, accompanying the request with the proffer of a generous fee. The request met immediately with an affirmative response wherein President Whitnall not only agreed to render such assistance as he was able to give, but stipulated that there should be no fee, preferring to render the service

as part consideration for Oakland's membership in the League.

OWNERSHIP OR REGULATION

The decision of the Fairfield, Mountain View and Stockton cases will be likely to revive the old question of public ownership or regulation. Perhaps the question may be deemed settled so far as waterworks are concerned for the reason that in more than two-thirds of the cities of California waterworks are either publicly owned and operated or else the cities are committed to public ownership by virtue of membership in a water district.

The situation is quite different in respect to electric utilities, where only 23 cities have public ownership. Moreover, in most of those 23 cities the electric power is purchased wholesale from the private power companies, public operation involving the distributing system only. How far municipalities should extend their proprietary functions in the ownership and operation of public utilities is an open question upon which many minds may hold an honest difference of opinion.

REGULATION OF PUBLIC UTILITIES

The regulation of public utilities by the Railroad Commission was adopted as a state policy in 1911. It may be frankly stated that, up to the present time, regulation has not been satisfactory, due principally to the methods of practice and procedure before the commission by municipalities and representatives of the consumer. It is likely that the demand for public ownership will increase or diminish in proportion to the success or failure of regulation. In order to have adequate regulation the case of the municipalities and consumers must be presented before the commission with the same degree of thoroughness and understanding as the case of the utility. Until then regulation will never be satisfactory to the people.

PUBLIC UTILITY STAFF

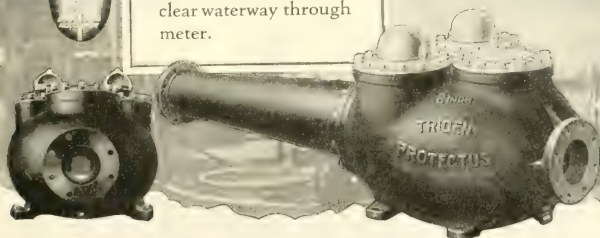
In considering the question of more adequate regulation it will be

(Turn to Page 280)

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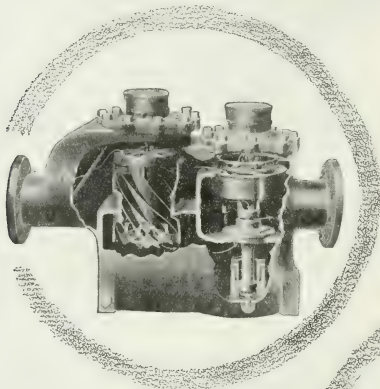
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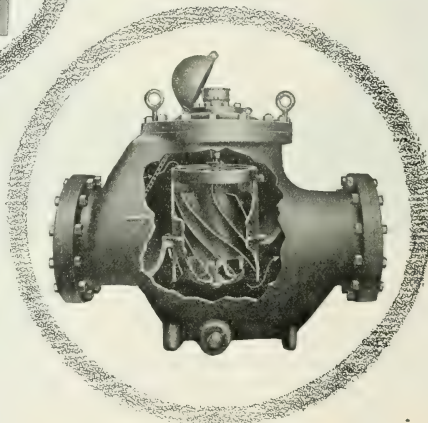
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(Series No. 17)

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LONG BEACH MUNICIPAL GAS SYSTEM

By WILLIAM H. PARTRIDGE, *Superintendent*
and EDWIN S. BRYANT, *Gas Engineer*

A VITAL FACTOR of COMMUNITY'S GROWTH

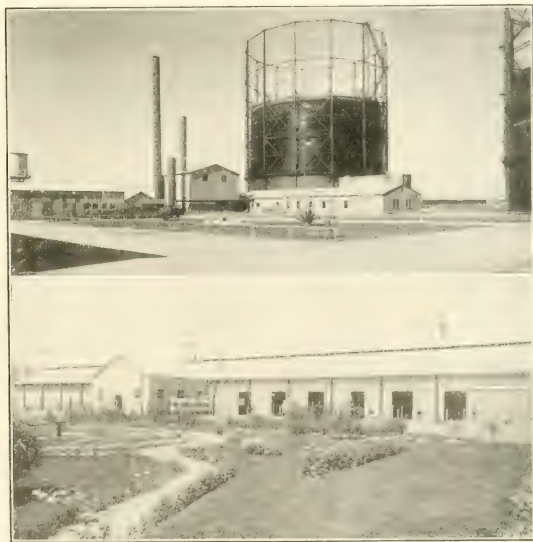
PRIOR to 1908 Long Beach was served by three gas utilities: The Inner Harbor Gas Company, the Long Beach Gas Company and the Southern California Edison Company. All three of these companies were operating independent gas manufacturing plants and distributing systems and were competing strenuously for the local business.

In May, 1908, the Inner Harbor Gas Company acquired the properties of the Long Beach Gas Company and continued to serve the combined consumers as the Long Beach Inner Harbor Gas Company. The Long Beach Consolidated Gas Company was incorporated in July, 1910, and shortly thereafter bought the property of the Long Beach Inner Harbor Gas Company and the gas properties of the Southern California Edison Company in Long Beach. Artificial gas was served to local consumers and Wilmington and San Pedro were supplied by means of a high-pressure transmission main from the West Anaheim Street plant.

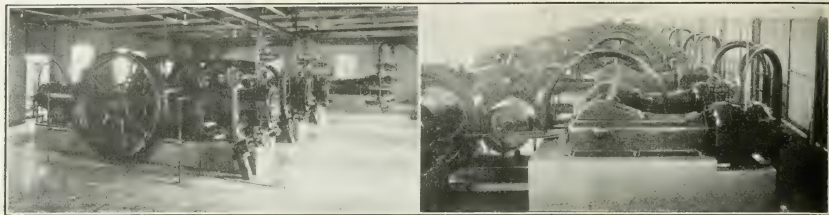
In 1912 the Long Beach Consolidated Gas Company introduced a mixture of manufactured and natural gas purchased from the South-

ern California Gas Company in Los Angeles. In 1915 straight natural gas was supplied, being brought from the Fullerton Oil Fields, transmission mains having been built from that field for the purpose of introducing large quantities of natural gas for industrial purposes in Long Beach, Wilmington and San Pedro.

On May 22, 1916, the Southern Counties Gas Company of California acquired the properties of the Long Beach Consolidated Gas Company through its purchase from the Southern California Edison Company of the entire gas holdings of this company in Los Angeles and Orange counties.



Top: No. 1 Gas Storage and Compressor Plant. Below: General view of Compressor Plant No. 4, built by department employees in 1927.



LONG BEACH MUNICIPAL GAS SYSTEM

Left: Interior view of part of Compressor Plant No. 1. Right: Interior view of Compressor Plant No. 4; consists of 12 gas-driven compressor units. Combined capacity over 1,000,000 cu. ft. per hour. Installed complete by city employees in 1927.

In the years 1921-22 natural gas was being produced with oil in enormous quantities on Signal Hill, a suburb of the city of Long Beach. At one time the Long Beach natural gas field was the leading source of supply in the state, and continues to be one of the most phenomenally productive fields in the Los Angeles basin up to the present time.

Public Attention Directed

Considerable public attention has been directed to Signal Hill because of its proximity to Los Angeles and Long Beach, and because of the heavy gas production and the wastage which, during the early part of 1923, amounted to over 125,000,000 cubic feet per day. With the discovery of additional oil and gas zones, the gas production increased at a rapid and progressive rate until a maximum of about 415,000,000 cubic feet was reached in January, 1924.

Total Gas Production

Of this total gas production about one-third was being utilized by the oil operators or sold to gas companies having facilities for the transportation of dry gas to points of consumption. The balance of the gas was blown to the air. The gas actually wasted, before any attempt was made to check it, amounted to enormous quantities. It has been conservatively estimated that the quantities of gas allowed to blow wild from the wells and absorption plants on Signal Hill every ten days was more than would have been required to supply all the 35,000 domestic gas users in Long Beach for a period of one year! In other words, the loss of this natural resource during 1923 and 1924 (and again in 1928) was equivalent to an amount sufficient to furnish all the consumers in Long Beach for a period of at least twenty-five years. The result, then, has been the loss of enormous sums of money to not

only the oil producers, but to the gas-consuming public as well, who will soon be face to face with the necessity of arranging for the transport of natural gas from other fields to the Long Beach metropolitan area.

On city-owned water land there was produced upwards of 25,000,000 cubic feet of natural gas per day. The city of Long Beach had provided in its lease of these lands for drilling purposes that 40 per cent of all gas recovered should revert to the city, or, if sold, its equivalent value in cash. The city also had a contract with the lessors and a privately owned gas utility for the sale of all surplus gas at a price of eight cents per 1000 cubic feet.

The gas utility, owning this contract, also supplied the city of Long Beach, and as the domestic rate schedule, then in force, authorized a charge of \$1 per 1000 cubic feet and a monthly minimum bill of \$1 per meter, the citizens applied for a reasonable reduction in rates more in keeping with the wholesale rate paid by the company, which was but 8 cents per 1000 cubic feet.

In the spring of 1923, upon appeal to the State Regulatory Commission, an investigation was started as to the reasonableness of the prevailing gas rates in Long Beach, and a "tentative rate" of 85 cents per 1000 cubic feet for domestic consumers was put into effect on July 31, 1923.

Agitation Had Started

The agitation for municipal ownership of the gas properties had, however, already started, and at the time of the above rate reduction had reached considerable proportions. The advocates for municipal ownership were not satisfied with the reduction in rates, and again renewed its campaign for "cheaper gas," promising the voters that if the gas distributing system owned by the company was acquired by the

city that "50-cent gas would prevail."

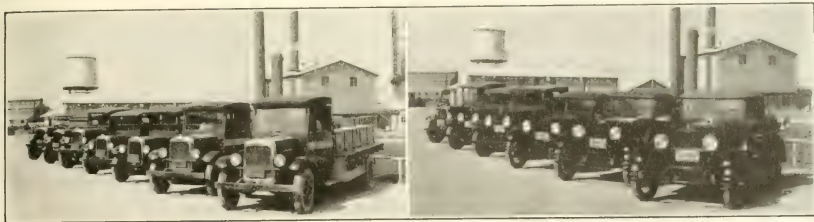
The press also vigorously supported municipal ownership, and, in August, 1923, \$3,000,000 of bonds were voted by the people for the acquisition of the local gas properties, the election carrying by a majority vote of eight to one.

After Many Attempts

In November, 1923, after many attempts had been made to agree on a fair price for the properties, the city ordered the construction of a new competing gas system which would provide the facilities for distributing fifty-cent gas to the consumers in the city of Long Beach. Work was started in December, and by March 1, 1924, considerable headway had been made and all consumers located along the route of the new city mains were being served as promised. The gas company officials, who had previously rejected all overtures toward a compromise, now decided to dispose of their property before it would become obsolete as a result of the city's paralleling the most promising territory. Again the city's representatives met with the company, and in April, 1924, a price of \$2,170,000 was agreed upon, the company retaining some of its larger transmission mains which served territories other than Long Beach.

City Rebuilt a Large Portion of the Original System

Due to the necessity for new feeder lines and also to provide additional mains in portions of the outlying territory, the city continued its construction program until all consumers could be adequately served. The total investment in the distributing system, gas holders, compressor plants and all new mains and feeders amounted to about \$3,010,000, including a large investment required to replace the



TRUCK FLEET OF LONG BEACH MUNICIPAL GAS DEPARTMENT

Left: Heavy trucks of Construction Department, all modern and fully equipped. Right: Trucks used by Motor and Operating, all acquired since 1925.

small mains throughout the congested areas.

Ever since 1924 all extensions, betterments and additions have been entirely financed out of earnings, and, whereas the domestic rates charged for the gas under municipal ownership were only expected to cover operating expenses and bond interest, all improvements to the distribution system were easily provided for out of the net profits made during the first three years. In 1927, owing to the very rapid increase in demand over peak periods, bonds were again voted for the purpose of building a new gas storage holder and to install new mains in the industrial districts in order to induce manufacturers and other large industries to locate in Long Beach.

Growth of Business

The Long Beach gas sales during 1920 amounted to 1,292,360,000 cubic feet. For the fiscal year ending June 30, 1930, the Municipal Gas Department reports the sale of 11,129,143,000 cubic feet, an increase of about one thousand per cent!

Competition

From February to May, 1924, the period in which municipal ownership, as a competitor to the gas company, was being tested, the company introduced a "temporary" rate of 70 cents per 1000 cubic feet, with a minimum bill of 85 cents per meter per month. The connection charge, which had been the cause for considerable controversy, was also cancelled. This "compromise" rate provided gas service at approximately 1,760,000 British thermal units for one dollar and was established, principally, to obstruct the activities of the newly organized Municipal Gas Department. The reduction in domestic rates had, however, been too long delayed to head off municipal ownership and

the city was soon able to force the company to dispose of its properties at a reasonable price.

Savings to the Consumer Under the New Rates

Ever since the spring of 1924 the gas rates charged the consumers in Long Beach have been lower than that previously paid the privately owned utilities. The direct savings to the domestic gas user can be confirmed in the following manner: The total gas sales to domestic consumers for the six-year period of municipal ownership was 10,510,445,000 cubic feet. At city rates, this gas cost the consumer \$6,264,421.44, or an average of 59 6/10 cents per thousand cubic feet. If the gas properties had been operated as a privately owned utility, and the same rates prevailed for the entire five years as were established in 1923, during the period of municipal ownership agitation, the domestic consumer would have been charged \$8,247,042.65, or \$1,982,621.21 more than was collected by the municipally owned system.

Represents the Difference

This \$1,982,621.21 represents the difference between the amount the domestic users actually paid for their gas and what that they would have been forced to pay for the same quantity if supplied by a privately owned utility on the rates established in 1923 and which were available for only a few months. If the same rate that existed here between 1921 and 1923 had remained in force the gas company would have collected \$8,723,669.35 during the six-year period, or at least \$2,459,247.91 more than was charged the consumers under municipal ownership.

The saving given in the above is on the basis of gas consumed in the home for cooking, hot water and house heating and does not include

the savings made by such commercial consumers as restaurants, cafes, bakeries, etc., which also amounts to a considerable sum.

Profits Made Are Also of Benefit to the City

In addition to the huge sums shown as a direct saving to the citizens of Long Beach, due to the lower rates under municipal ownership, the Gas Department has made a profit of \$993,707, which has been reinvested in the properties. All operating expenses, bond interest and general expenses have been paid and an adequate reserve for accrued depreciation and bond retirement is being set aside in a cash fund out of surplus.

Savings to Consumers

The total savings to the domestic gas consumers of Long Beach in reduced rates, and the added value to the plant and system paid for out of earnings on account of the municipal system's operations, as against the rates that would have had to be paid had a privately owned utility occupied the field, have amounted to the tremendous figure of \$2,976,328.21. If the difference was computed on the rates charged previous to 1923, the savings would have been in excess of \$3,600,000 during the past six years of municipal operation, or over \$600,000 per annum.

Service at Cost

The fundamental reason why our municipally owned and operated gas department is an economic success is that service is rendered at cost. Our charges for service are based solely on the cost of producing that service plus a small profit for contingencies. The cost of service is made up of several items, as follows: (1) Operating Expenses and Maintenance; (2) Interest on Bonded Indebtedness; (3) Depreciation Reserves or Sinking Fund for Retirement of Bonds; (4) Reserves for Emergency.

There are several elements that tend to keep down the operating expenses of a municipally owned public utility. The first is the "cost of money," or interest on the capital invested. Money can usually be obtained at a lower rate, as the bonds, when issued, are backed by the full faith and credit of the city. Municipal bonds are issued only to finance necessary improvements of major importance, whereas, in a privately owned utility stocks and bonds are sold whenever it can be shown that there are sufficient assets to obtain the necessary authorization.

The economies and savings made in a municipally operated plant are used for the benefit of the utility itself. In the operation of a publicly owned utility the municipality is limited in rates and charges for the service rendered and cannot expect to operate it at a profit to the same extent as can private corporations. In order to effect economies in operating costs, municipal systems must take advantage of existing staffs and facilities in public service and which can be utilized at least in part, and thus make possible a reduction in overhead expense.

Gas Department Bonds

In the case of the Municipal Gas Department, the bonds authorized and sold for the purpose of acquiring the gas properties must all be retired within a period of forty years. Bond interest is set aside each month and turned over to the auditing department of the city for making the proper payments. In addition, the Gas Department sets aside each month sufficient of its earnings to meet the bond retirement for the ensuing year.

All bond interest has been met from the earnings of the City Gas Department, the money being contributed to the Bond Redemption and Interest Fund as required. All money collected by the Gas Department is deposited daily in the bank and is under the control of the City Treasurer. Warrants on these funds are drawn by the City Auditor and paid by the City Treasurer. Bonds that are to mature during the current year are thus provided for monthly. The long-time serial bonds that were issued in 1923 do not begin to mature until 1933, at which time funds will be available to retire them in accordance with the terms of the issue.

Minor Extensions and Betterments Paid for Out of Earnings

As Long Beach increases in population and in the area that must be

served, it becomes, of course, necessary for the Gas Department to extend its mains into new subdivisions in the outlying districts. It is the general rule among all public utilities, whether public or privately owned, that main extensions which do not benefit the utility as a whole and which may not for a long time produce sufficient revenue to meet the cost of service, should only be made when the cost is paid for by the property owner. Extensions into new territory are now financed—and properly so—by special assessment against the property benefited and are not allowed to be a burden on the balance of the system.

Assessment Bonds

Assessment bonds covering street improvements, etc., are now being made broad enough to cover the initial cost of gas and water installations. These costs, being directly borne by the parties occasioning them, tend to keep down the expense of the department, and the saving is, of course, reflected in the lower rates that are collected from the consumers.

There are only three sources from which the funds that are necessary for these extensions and betterments can be obtained. These may be stated as follows: First, sale of bonds; second, advances from property owners; third, surplus from the operations of the department itself. In extensions of minor cost, the work is financed from current revenues. If, however, the work to be undertaken is of considerable magnitude, such as the new 10,000,000-cubic-foot gas holder erected in 1927, bond issues supported by future revenues must be asked for. Enlargement of existing facilities and the installation of new transmission and feeder mains, which ultimately will be of great benefit to the system as a whole, must usually be financed from bond issues.

Necessity for Additions

The necessity for certain additions and betterments are anticipated and provided for in the department's budget covering last year's operations. The cost being defrayed by drawing upon surplus or else the depreciation reserves are called upon to provide the funds for immediate expenditures.

The depreciation reserve, therefore, having been set aside out of revenues, may be used to take the place of new capital and is re-invested in the properties, thus deferring the day of new financing. As funds in a depreciation reserve, when same is deposited in local

banks, would rarely draw in excess of 3½ per cent interest, and this interest, too, would not accrue to the benefit of the Gas Department, but to the city as a whole, it is good economy to use these funds by making investments that will increase the value of the gas properties, rather than to ask for additional bond issues upon which interest of at least 4½ per cent must be paid for out of revenues.

Of course if a depreciation reserve has been adequately provided for, there should be no additional charge, in the cost of service, for the retirement of bonds. When the amount in the reserve is larger than the renewal needs of the property require, then the surplus should be used to pay for additions and betterments to the property or it may be used to retire outstanding indebtedness, such as bond issues, before the actual date that they ordinarily would have to be retired.

Gas Properties Now Owned by City

The investment made in acquiring the original gas properties, in 1924, amounted to \$3,021,500. At the present time the value of the physical properties alone is \$4,973,981, an increase of \$1,952,481, or over 60 per cent. The bonds outstanding against the property, however, have not increased in like proportion. The bonds of the original issue, amounting to \$3,000,000, have been increased to \$3,856,666, or about 28 per cent.

In other words, the physical gas property has a value in excess of \$1,000,000 over and above its bonded indebtedness.

If all the assets and liabilities of the Gas Department were taken into account, as given in the balance sheet for June 1, 1930, it will be seen that the assets of the department amount to \$6,250,000, and the total liabilities are less than \$5,500,000.

Some Facts Concerning Natural Gas Service

The natural gas, such as furnished the people of Long Beach, has a heat value of approximately 1200 British thermal units per cubic foot, a British thermal unit being the standard for heat measurement and is the amount of heat necessary to raise the temperature of one pound of water one degree Fahrenheit in temperature. Tests of the heating value of the gas supplied in Long Beach are made daily at the City Hall by an official appointed for that purpose.

The pressure of the gas at each consumer's meter is regulated to 4 oz. pressure.

The unit of measurement is the cubic foot, and meters installed by the Gas Department are tested in a standard equipped meter shop before setting. Periodic tests are made on all meters in service, and, in addition, check tests are made whenever there is question as to the accuracy of the meter registration. Card records are kept of all meters and there is on file a complete history of every meter owned and used in the service of the City Gas Department.

In the event of a shortage of gas to all consumers the domestic and commercial consumer has a priority of service over all others.

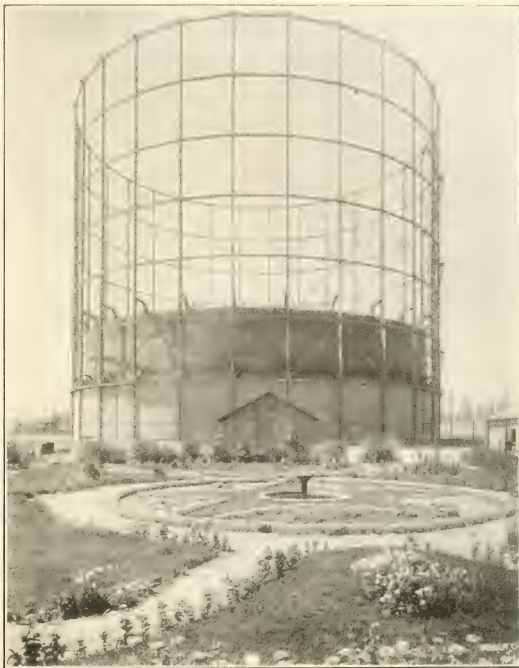
Rates for Natural Gas

The rates for natural gas service are established by the City Council of the city of Long Beach from time to time by ordinance after investigation of the requirements of the Gas Department. The comparatively low rates given the consumers in the city of Long Beach, ever since municipal ownership began in 1924, has resulted in a considerable increase in the average consumption of gas to all consumers. Whereas the privately owned gas company depends, largely, on a specially organized new business or commercial department to increase the average use of gas by promoting the sale of heating appliances, water heaters, incinerators, gas refrigerators, etc., the city has accomplished the same effect through its sale of the commodity itself, at a price so reasonable that the consumer feels that he can well afford to pay for additional service.

The city does no advertising, outside of quoting the existing gas rates, nor has any great amount of soliciting been done to increase the use of gas in the home. All that has been found necessary in order to induce the more extensive use of gas has been in the lowering of the price.

Natural Gas Is a Service

The furnishing of adequate supplies of natural gas of high heating value and under uniform pressure at all times is the dominating problem of the natural gas business. Abnormal peak demands during the coldest days of the winter months are characteristic of the use of natural gas for domestic heating. The sharp increases in load requires a heavy investment in gas holders, compressors and gas mains that are actually entirely used only for a few days out of the entire year. The capacity of the equipment must be



PLANT NO. 4 STORAGE HOLDER

Shows 10,000,000 cu. ft. gas storage holder at Plant No. 4, built at cost of \$700,000 in 1927. Note sunken gardens designed and set out by operators of Plant No. 4.

large enough so that service to all is ready at the moment it is needed, and sufficient gas supplies must always be available to meet the heaviest demand that will be made. The problem of disposing of the gas during the days of minimum use is a serious one.

In view of the foregoing facts it cannot be denied that municipal ownership and operation of the gas business here in Long Beach has been an outstanding success. While the general cost of living seems to go straight up, the cost of gas to the consumer has been lowered in a way that pleases everybody. Here is the reason.

Prior to municipal ownership, 1915 to 1923, one dollar bought about 1,200,000 heating units. During the period when the city was endeavoring to secure the bonds necessary to purchase the privately owned gas properties, one dollar

bought about 1,700,000 heating units. From 1924 to 1928, the first four years under municipal operations, the consumer received 2,400,000 Btus, and under our present rates approximately 30 per cent more heat is received by the domestic consumer for one dollar than he obtained from the privately owned gas company in 1923.

Rates for Domestic Service

First 1000 cu. ft. or less per meter per month, 75 cents.

Next 24,000 cu. ft. per meter per mo., 65c per 1000 cu. ft.

All over 25,000 cu. ft. per meter per mo., 60 cents per 1000 cu. ft.

The above rates for domestic service, which are in effect in Long Beach and Signal Hill, are the lowest in this state. The average monthly bill of the domestic consumer is a much smaller amount than is paid for similar service throughout the country.

L. A. Power Bureau Busy With New Construction

Two hundred and forty-six authorizations for construction were issued in May by the Overhead and Underground Distribution - Construction Divisions of the Bureau of Power and Light, representing an estimated cost of \$126,386.77. Of this total, 220 authorizations were completed.

Among the important construction jobs were the following: 33,000 volt—side arms were put on approximately 150 poles in order to clear our 33,000 volt wires from the palm trees on Sherman Way be-

tween Reseda and Owensmouth; the bonding of metal pins on the 33,000 volt lines between Receiving Station "A" and Distributing Station No. 15 and on the 33,000 volt peddler lines in the vicinity of Receiving Station "A" was completed; a temporary 33 kv. transformer installation for 600 H. P. was installed at the entrance to the proposed Figueroa street tunnel in Elysian Park.

A 33,000 volt underground conduit line is being installed between stations 11 and 9 in accordance with the program of eventually taking

down two overhead 33,000 volt lines through the apartment house district just west of Figueroa street.

The field work for a new circuit at San Pedro to be known as a 3-6-00 was completed and is ready for the underground cable crossing the harbor at Boshkee Slough. Five overhead street lights were installed on Beacon street between First and O'Farrell and six overhead street lights were installed in the Point Firmin section in San Pedro.

Work is progressing in the clearing of wires from the proposed Fourth street viaduct.

THOUSANDS HEAR WHITNALL ON FRIENDSHIP TOUR

AS THIS issue goes to press President Whitnall is on the return trip of his municipal good-will tour which extended from Los Angeles to Vancouver and included most of the principal cities en route. His first address was delivered at Bakersfield at noon on July 1, at a luncheon arranged by the Hon. Elmer Martin, Mayor of Bakersfield. President Whitnall spoke on "Problems of Our Municipalities" before a large and interested audience.

Addressed City Council

On the evening of the same day he addressed members of the city council, city planning commission and other public officials of Fresno in the council chamber of that city. His next stop was at Modesto, where he was speaker of the day before the Kiwanis Club. The club had generously invited the city planning commission, members of the city council and other public officials to attend the luncheon as their guests. At this luncheon every seat was taken, and extra chairs had to be brought in to accommodate all who wished to hear the distinguished speaker.

Chico Next Stop

Chico was the next stop, where he spoke before the Lions Club on Thursday, July 3, at noon. The meeting was well attended and much interest was manifested. Leaving Chico, President Whitnall stopped over at Yreka, where he

found the City Council in session and had a very pleasant visit with the officials of that city.

Bellingham, Wash., was the next stopping place. Mayor John A. Kellogg of that city had arranged a joint meeting of the various clubs for July 7, at noon, the luncheon being held at the Hotel Leopold.

From Bellingham he journeyed on to Vancouver, where he was enthusiastically received by the city officials and citizens generally. His address was delivered at noon on July 9 before the Vancouver Board of Trade, followed by a second talk in the evening before the Town Planning Commission of Vancouver at an informal dinner given in his honor.

Received at Portland

At Portland, Ore., he was received as guest of honor of the City Club at a dinner given on Friday, July 7, under the auspices of the Oregon State Chamber of Commerce, and he had the honor of addressing a large group of the leading business and professional men of Portland as well as the city officials of that municipality.

Following, a talk was given before a special meeting of the Oregon City Chamber of Commerce at a luncheon on July 14, the meeting being arranged by J. L. Franzen, City Manager of that municipality and secretary of the League of Oregon Cities.

Salem Visited

Salem, the capital of Oregon, was the next municipality visited. Here Mr. Whitnall made a talk at noon on July 15 under the auspices of the Kiwanis Club. Like all the preceding meetings, the one at Salem was an unqualified success. Journeying on down from Salem, Mr. Whitnall stopped at Eugene, Ore., home of the state university. Here a special meeting was held under the auspices of the Mayor and City Council on the evening of Wednesday, July 16.

Journeys to Medford

Leaving Eugene, he journeyed to Medford, where he made a side trip, taking in Crater Lake and several beauty spots in the vicinity. From Medford he went to Grants Pass, and thence into California and over to Crescent City, and down the Redwood Highway to Eureka, where he addressed a large and enthusiastic meeting on the night of July 21 at the Eureka Inn under the auspices of the Eureka Chamber of Commerce. The meeting in Eureka was made a county affair, letters being sent to the board of supervisors, county officials, officials of the planning commission, officials of the Humboldt County Board of Trade, secretaries of all the chambers of commerce and the city officials of other cities in Humboldt County. This meeting was one of the outstanding features of his tour.

Eureka and San Francisco

There were no further stops between Eureka and San Francisco. The next meeting arranged is a luncheon at the Hotel Oakland on June 20, under the auspices of the Lions Club of that city. Follow-

ing the Oakland meeting President Whitnall is to speak at Pittsburg at a luncheon given under the auspices of the Chamber of Commerce of that city, the meeting being arranged by Hon. Hugh H. Donovan, Mayor of Pittsburg.

Stockton will be visited by President Whitnall, where a dinner meeting has been arranged for Thursday evening, July 24, under the auspices of the Stockton Dinner Club. There will be invited to this meeting the directors and personnel of the Stockton Chamber of Commerce, the City Council and City Planning Commission, the Board of Supervisors of San Joaquin County and members of all the civic organizations of that municipality.

Returning from Stockton, President Whitnall will deliver his next

address in Richmond on July 25, at noon, under the auspices of the Rotary Club of Richmond. The luncheon will be given in the Hotel Carqueinez, and is expected to be a large affair.

Sacramento, the state capital, will be the next city to receive President Whitnall, where he will address a meeting under the auspices of the Sacramento Chamber of Commerce on "Problems of Our Municipalities." Invitations are being sent out by the Chamber of Commerce to all city, county and state officials, urging their presence.

Coming from Sacramento, President Whitnall will make his next appearance before the Lions Club in San Jose, at a meeting to be held in the Hotel Sainte Claire at noon of July 30, following which Monterey

will be visited by President Whitnall. Here a dinner meeting has been arranged for Wednesday evening, July 30, at 7 o'clock, to be held in the Hotel San Carlos, and officials and prominent citizens of all the surrounding municipalities are expected to be present.

Leaving Monterey, President Whitnall will stop at San Luis Obispo at noon on July 31, the details of the meeting not having been arranged at the time we go to press.

From San Luis Obispo, after the luncheon meeting, his final address will be delivered at Santa Barbara on the evening of July 31. The meeting is being arranged by L. D. Tilton of the County Planning Commission and J. F. Goux, City Attorney of Santa Barbara.

GILROY, CALIF., SEWAGE DISPOSAL SYSTEM

By RAY BURGESS, *Superintendent*



GILROY, California, has a population of 4,000. Its fruit packing house cans tomatoes, peaches, spinach, apricots, and peas, and contributes a large volume of industrial waste to the sewerage system. The cannery handles 125 tons of fruit daily during the peach season, and yields 0.6 cubic feet of sludge per ton of raw fruit. This sludge yield per ton is equivalent to that produced by 120 people, as the accumulation of sludge from domestic sewerage is at the rate of 5 cubic feet per 1,000 per day.

Domestic sewage and industrial wastes are disposed of by separate sludge digestion in a plant which has been in operation since January 1929. The influent passes first through a coarse bar screen (1" opening) and then to a 30' diameter Dorr traction clarifier, equipped for skimming sludge from the clarifier and is pumped once daily for a two-hour period in the afternoon to a 50' diameter Dorr digester.

Scum and floating material in clarifier are automatically collected and likewise pumped to the digester

every two and one-half hours. The effluent is disposed of by broad irrigation on a 196.64 acre sewer farm. At present we are using 13.28 acres leveled and checked every 50' for a filter bed. The effluent is run in one check for a two week period, then alternated so the effluent is only on each check for a two-week period once every year. It is also run through the garbage dump once a month to decompose the cans, etc.

The sewer farm has a total acreage of 196.64 acres and the land cost \$37,000. Sixty acres of the



RAY BURGESS

farm is underlaid with 44,000 feet of 4" tile laid on an average depth of 4.5 feet and 60 feet apart at a total cost of \$4,840. Gilroy has the first separate sludge digestion plant in California which handled cannery waste. The effluent is satisfactory for broad irrigation and digestion proceeds without foaming or odor nuisance.

Separate Sludge Digestion

Separate sludge digestion gives a flexibility and better control than would other processes in Gilroy, and was adopted because of the large amount of sludge from cannery waste, with probable future increase in load. The digester volume requirements of the system were considerably in excess of the requirement of the sedimentation step, hence the need for flexibility. If future increases in population or fruit packing operations should occur, this heavier load can be met by expediting the rate of digestion with a gas-collecting and heating system within the digester.

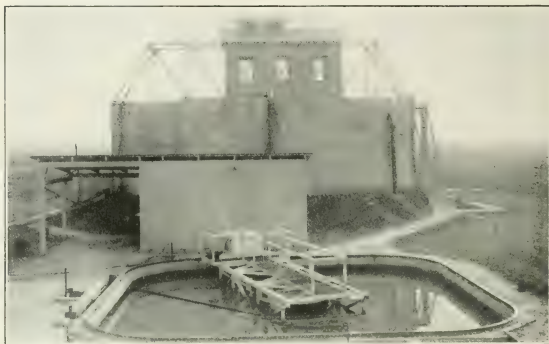
The novel feature of this plant is the satisfactory digestion of cannery waste; automatic skimming of scum; grease, oil, and floating solids; elimination of obnoxious odors;

and disposal of effluent by filtration through natural sand beds to an under-drain collecting system. Enough filter beds are available so they may be used in rotation or alternately.

In this survey the samples were taken by pitcher pump, through the sample inlet near the center of tank, toward the overflow outlet. The digestion appeared to be good, there was no odor, gassing was slight, and little scum was evident during the survey. The results of test are shown in accompanying table.

Digested sludge analysis follows:	
Nitrogen total.....	2.24%
Nitrogen Calc. Ammonia.....	2.85%
Phosphoric Acid (P ₂ O ₅) total.....	3.50%
Potash.....	.22%
Phosphoric acid, available.....	2.61%
Organic matter.....	58.17%

We have entered into a contract to sell all of our dry sludge at the sludge drying bed for \$20 per ton, thereby increasing our revenue about \$600. This is the most efficient, economical, and practical plant, in my opinion, for any city, situated or conditions similar to that of the city of Gilroy.



Gilroy Sewage Disposal Plant

Sludge Digestion Tests

Line	Sample of	Depth Below Surface	Physical Appearance	Temperature (Deg. C.)	P.	H.	H ₂ S	Sol. %	Org. %	B.O.D. %	Fats %
1	Raw Sludge	.....	Gray	11.5	.....	.....	.....	2.1	78.7	5,230	12.6
2	Influent	.....	Not unusual	11.0	7.0	0	.....	.....	.....	.....	.....
3	Effluent	.....	Well clarified	10.5	7.1	0	.....	.....	.....	.....	.....
4	Liquor	.....	Cloudy, no odor	.....	6.6	0	.....	.....	.....	.....	.....
5	Sludge	19.08	Brownish, dark	.....	6.8	?	.....	4.34	51.44	1,680	8.2
6	Sludge	21.08	Homogenous	.....	.....	?	.....	4.4	52.2	1,690	9.6
7	Sludge	24.75	.....	9.5	6.8	.....	.....	4.7	59.4	1,460	10.4

Remarks

Temperature is low and liquor somewhat acid. No H₂S sludge watery; organic matter in sludge somewhat high compared to other sludges. Percentage of fats is low.

Cost of Separate Sludge Digestion

The plant cost \$28,235 complete, including Dorr digester, pump and clarifier. Operating costs for one-year period ending June, 1930, follow:

Electricity (at rate of 3¢ per K.W.H. first 450 and 2.2¢ per K.W.H. over 450.....)	\$ 369.22
Operator (part time work).....	696.00
Oil, grease and supplies.....	19.20
Total	\$1,084.42

Revenues for Operating Year

Rental of garbage dump.....	\$ 120.00
Rental of 71.71 acres pasture land	280.08
Rental of 54.50 acres pasture land	954.00
Rental of 37.09 acres Seed Co. ..	556.35
Total Revenue	\$1,910.43
Total Expense	1,084.42
Surplus 1929-30 ..	\$ 826.01

RECREATIONAL PROGRAM OF BERKELEY, CALIF.

By CHARLES W. DAVIS

*Director of Physical Education and Superintendent of Recreation
City of Berkeley, California*

THE physical education program of the public schools, together with the after-school playground activities and the use of school buildings evenings by adults for indoor games, the entire city recreational program, including the operation of three municipal vacation camps, and the operation of the city's entire park system come under the direction of the superintendent of recreation, who is employed on a half-time basis by the Board of Education as director of physical education and half time by the city as superintendent of recreation.

Cities Size of Berkeley

For cities the size of Berkeley, or even larger, this plan has many advantages which are worthy of consideration. In the first place, it coordinates all activities of a like nature which may be classified in a general way as recreational. This broad designation might properly apply as educational as well as social recreation.

In the second place, there is an economic feature which is decidedly advantageous both to the city and the Board of Education because it permits the saving of two high-salaried officials. The one salary could be made, under this plan, sufficient to attract a high type of leadership for the community.

It has been the history of a great

CHARLES W. DAVIS BIOGRAPHY

Graduate of Springfield, Massachusetts, College of Physical Education.

Graduate work at University of Southern California and Stanford University.

Director of Physical Education Public Schools, Madison, New Jersey, 1919-21.

Director of Physical Education, Public Schools, Cleveland Heights, Ohio, 1921-22.

Director of Intra-Mural Sports, Stanford University, 1922-29.

Director of Physical Education, and Superintendent of Recreation, City of Berkeley, 1929.

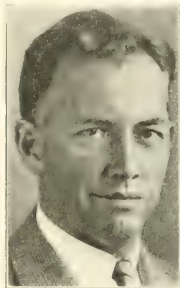
Supervisor of Summer Playgrounds, Los Angeles, 1924.

Manager of Los Angeles Municipal Camp, "Radford," summer 1929.

many cities that where there are three officials, such as the Director of Physical Education, Park Superintendent and Superintendent of Recreation, there is constant overlapping in the administration of their various programs. This calls for a degree of cooperation which is sometimes difficult to realize. Consequently there is likely to be found

in such a system clashing of personalities leading to friction and loss of efficiency in all three departments.

Under the Berkeley plan the administration of every public recreational feature is under the direction of one individual. This makes it possible to coordinate all the activities of the schools with the after-school playground programs, and it further offers an opportunity to



CHARLES W. DAVIS

carry nature study work of the schools to the parks, and thus tie up the theoretical teaching of the classroom with the practical features found in the park areas.

Among the accomplishments of the Recreation Department during the past year may be listed the reorganization and promotion of a riding club which makes regular trips through the bridal paths of the Berkeley hills. The Berkeley Hiking Club has become an institution well known to hikers of the East Bay district. It has a membership of sixty to eighty constantly and a weekly schedule of hikes throughout the year.

For the first time in many years Berkeley again possesses a municipal band, organized during the winter month by the Superintendent of Recreation. The City Council has recently provided in the Recreation budget a sum to guar-





antee the citizens of Berkeley a minimum of ten concerts by the band throughout the summer months.

As a result of the interest of the Recreation Department the promotion of the live Christmas tree idea gained great momentum in Berkeley during the last Yuletide season and organized Christmas caroling was conducted for the first time by this department.

San Pablo Park

The construction of a new recreation house at San Pablo Park has given citizens of this district one of the finest structures of this type to be found in the East Bay section. This new building, provided at a cost of \$13,000, contains, in addition to a beautiful lobby and storage space for athletic supplies, a complete locker and shower unit for men and boys on one wing and a similar unit for women and girls on the other wing. An auditorium with facilities for moving pictures, a complete stage and a kitchen for providing refreshments, make it possible to accommodate approximately 250 people. This building was dedicated June 25th by Mayor "Tom" Caldecott and members of the City Council and Recreation Commission before a packed house of citizens of the San Pablo district.

Berkeley Noted

Berkeley has long been noted for its beautiful open fireplaces where groups of all sizes gather for picnics and open air entertainments. Recently another new fireplace was added in a sheltered nook along the Codornices stream just above the playground. During the past season four tennis courts have been resurfaced and three additional courts have been lighted for night use by adults who are not able to avail



themselves of this fine outdoor sport during the working hours. A night tennis tournament now under way has drawn over 75 followers of the racket game to the Live Oak courts.

Summer Program

The summer playground program under the supervision of James Hole, Berkeley High School football mentor, provides for baseball contests, horseshoes, checker tournaments, swimming in the High School pools, twilight baseball league for industrial and manufacturing groups, tennis tournaments, croquet, pee wee golf, and play days for girls. Of the eighteen playgrounds under supervision during the summer months twelve are school playgrounds and six city grounds.

The operation of three municipal camps, one at Cazadero in the redwoods of Sonoma County, an second at Tuolumne in the Yosemite country and a third at Echo Lake in the High Sierras near Lake Tahoe, provides at very low cost a wonderful opportunity for Berkeley citizens to enjoy a summer vaca-

tion. These camps are family camps with a complete staff of trained leaders in charge. They offer real camping conditions and the program of hikes, fishing, swimming, athletics, fireside entertainment, splendid meals, excellent water and close supervision of health and sanitary conditions, brings rest, relaxation and pleasure to the tired city worker.

Although Berkeley has no municipal swimming plunge as such, provision is made for the public use of the two beautiful new High School plunges during the school vacation period by the Board of Education and administered by the Director of Physical Education.

Some idea of the extent of the use of these plunges may be gathered from the first week's operating report which shows over 5000 swims and provided a free swimming campaign for Berkeley children which culminated in teaching three hundred youngsters the art of swimming.

Elections in California cost the taxpayers of the cities and counties \$2,500,000 last year.

The Federal Government has voted an appropriation of \$1,750,000 for addition of lands to Yosemite National Park.

The Board of Supervisors of Los Angeles County has placed \$225,000 in next year's budget to aid in preparing the Los Angeles Coliseum for the 1932 Olympic Games.

\$1,210,000,000 represents the value of public buildings and other property owned by all California municipalities and counties.

Rural Fire Protection in Forest Grove, Oregon

IN the state of Oregon and located in the northern portion of the famous Willamette Valley lie the fertile fields which comprise that particular section known as the Tualatin Valley. Here is found one of the most thriving and successful cities in western Oregon—Forest Grove.

Forest Grove has to its credit, first among its sister cities of Oregon, the inauguration of a system of real and effective rural fire protection.

During the fall of the year 1926 it was concluded that Forest Grove could not better serve its community needs than exerting itself in a direct effort towards conservation—the preservation of its capital assets in the form of its rural property. While no markedly abnormal losses have been suffered as a result of fire in the rural district yet a note of warning has been sounded and due heed was given to that warning.

The city authorities of Forest Grove having indicated their willingness to sponsor the movement an appeal was made to the farmers whose property lay within the trading area to cooperate with funds looking toward the purchase of specially equipped fire apparatus for rural protection. As a result of this initial effort the sum of \$600 was subscribed. But a total of some \$2,500 was required and the objective still seemed some distance from realization.

Meantime the city fire department

continued as before to answer rural calls with the heavier and slower small city chemical outfit, doing excellent work and saving much property. This service was entirely gratuitous and wholly at the expense of the city taxpayer. The necessary boost to put over the hoped-for rural equipment still seemed to be lacking until that day when a hurry-up telephone call came from a prosperous farmer located about six miles north of the city whose premises were on fire. The city fire department accomplished such instant effective work that the farmer in question volunteered his services in behalf of the needed rural fire-fighting equipment.

In a short time the total needed amount was raised at the hands of 463 subscribers, only five of those solicited having declined to give their support.

The rural fire truck was purchased in February, 1929. Installation of equipment followed and the rural fire fighting unit was ready for service in March, 1929. The apparatus consists of three forty-gallon and one sixty-gallon chemical tank, which, with small extinguishers carried, make a total of 250 gallons of chemical available. The chemical tanks each carry two lines of three-quarter-inch hose, each 150 feet long. Other additional equipment consists of one 30-foot extension ladder, two roof ladders, two straight ladders, four axes, twenty buckets,

gas masks, waterproof coats, first aid and other miscellaneous items. All of the foregoing is mounted on a six-cylinder, high-speed truck, riding on dual pneumatic tires, which latter are especially adapted for safety and speed over soft country roads.

The area covered stretches out in a circle some eight to twelve miles radius from the city. Housing for the truck is furnished by the city of Forest Grove in the quarters of the city fire department, which undertakes maintenance, keeping the motor tuned up at all hours for instant service. Through the medium of a wide-spread telephone service this fire-fighting outfit has become especially effective.

Not the least valuable and interesting point in this review is the development of our farmers into proficient fire-fighters. When an alarm is sounded in any community, neighbors for miles around within the affected area load their trucks with all available barrels, milk cans, etc., fill them with water and race to the scene of action, thus furnishing auxiliary supplies of water for replenishing the chemical tanks.

Personal interest and the spirit of helpfulness has been the outgrowth of this movement, inspired and developed through the effective manner in which this entire project has been carried forward to successful accomplishment and all very largely at the hands of the farmers themselves.

REDWOOD HIGHWAY IMPROVEMENT

The State Department of Public Works will open bids this month for work on important highway improvements in the Redwood Empire counties, according to advices this week from the general offices of the Redwood Empire Association, which has been largely instrumental in obtaining their sanction.

Included among the bids to be opened will be those for grading and paving of a sixth of a mile of the Redwood Highway, south of Eureka; oil treating and surfacing the Redwood Highway a distance of 12.9 miles from the south boundary of Del Norte County to Wilson Creek; grading and surfacing the secondary highway from Belvedere

crossing to Tiburon, Marin County; grading and surfacing two miles of the McDonald to the Sea Highway from McDonald to Wendeling, Mendocino County.

Bids will also be opened on a 217-foot concrete girder bridge over Bear Creek on the Tahoe-Ukiah Highway.

Work on the highway from Belvedere crossing to Tiburon will mark the culmination of a long campaign carried on by the Redwood Empire Association and the Tiburon-Belvedere Chamber of Commerce in favor of this much needed improvement in highway facilities for southern Marin.

The people of Indio recently voted to incorporate as a city of the sixth class.

DR. FIELDS ENTERS TWENTY-SEVENTH YEAR AS HEALTH OFFICER

Dr. David B. Fields of Weaver-ville, Health Officer of Trinity County, has just been appointed health officer of that county for the twenty-seventh consecutive year. It is doubtful if any other health officer in California has served continuously as the health officer of any city or any county of California for a longer term of years.

Riverside and Los Angeles counties have formed a joint highway district for the purpose of financing the construction of a one-hundred-foot road from Beaumont to the shores of the Pacific near Venice.

LOS ANGELES CITY PLAN ASSOCIATION HONORS GORDON WHITNALL

THE Association of City Planners of Los Angeles County tendered Gordon Whitnall a farewell party after ten years' service as director-manager of the Los Angeles City Planning Commission.

On Saturday, June 14, at noon, at the City Club, 833 South Spring Street, Los Angeles, some two hundred and fifty friends of Gordon Whitnall's, under the auspices of the Association of City Planners of Los Angeles County, of which C. J. S. Williamson, president of the planning section of the league, is president, attended an official farewell party in honor of Gordon Whitnall.

At the speakers' table were included the following people, which shows the esteem in which Mr. Whitnall is held by the big business men of Los Angeles: Honorable John C. Porter, Mayor; John C. Austin, president of the Los Angeles Chamber of Commerce; Harold Ferguson, president of the Los Angeles Realty Board; William H. Daum, president of the California Real Estate Association; Hugh Evans, president of the Hugh Evans Corporation, and a close friend of Mr. Whitnall's.

Mr. Whitnall outlined briefly his work during the past ten years, pointing out that in his opinion Southern California led the rest of the United

States in having public backing in matters of city planning. In other words, that city planning in Southern California is the people's problem, and more intelligent interest is shown in it by the average citizen than elsewhere.

Mr. Whitnall also pointed out that he did not believe that it would be possible in any other part of the United States to hold monthly meetings with an attendance of from 150 to 400, as is done by this organization, and gave credit to this and similar organizations for the strides taken in planning in California.

The high point of Mr. Whitnall's talk was regarding zoning, where paid lobbyists were able to override the planning commission's recommendations and by spot zoning absolutely ruin investments made by law-abiding citizens. This is a message that every one interested in his or her community should take well to heart, for much of the work of planning can be undone if politics are allowed to enter in.

At the close of the meeting, Malcolm Williamson, aged 13, on behalf of the Association of City Planners of Los Angeles County and other friends of Gordon Whitnall's, presented him with an illuminated parchment containing the names of 450 of his friends, together with a beautiful



gold wrist watch. Malcolm Williamson, in making this presentation, pointed out that he was proud to be chosen to speak for all of Gordon Whitnall's friends, and that he believed there would be many more there, if they knew what even he knew, that Mr. Whitnall's work was of inestimable value to the city, nevertheless it was of far greater importance to the children like himself, citizens of tomorrow, who would reap the real benefit of his work, and on behalf of the group wished Gordon every success and happiness in the future and told him that he was always to remember that this group were his friends and very proud of that fact.

A. R. B. A. MEET AT ST. LOUIS

St. Louis has been chosen as the site of the 1931 convention and road show of the American Road Builders' Association. This announcement, following the annual business meeting of the Association and the installation of new officers in Washington May 15-16, carries out the new policy of giving the annual gathering to a new section of the country each year. The Missouri metropolis was chosen over the rival bids of Houston, New Orleans, and other cities of that region, because of what are thought to be superior facilities for accommodating the delegates and the mammoth exposition of road machinery and equipment, both of which lead the industrial field in point of size.

Another strong point in favor of St. Louis is its location in the very center

of the mid-western and southwestern area, among the states that have the largest road building programs of the entire nation under way. A railroad center, St. Louis will be easily accessible to manufacturers, the majority of whom come from east of the Mississippi river, and to delegates and road building engineers who will attend from the entire country.

Meeting for the first time in more than a decade in a southern city, the convention will undoubtedly attract the largest representation in history of contractors, engineers and highway officials from not only the states which are far advanced with huge expenditures of funds for comprehensive road programs, but from others of the southern states which have lagged behind in the highway industry because of financial reasons and possibly a lack of thorough appreciation of what road building means in upbuilding of local resources and community life.

LOS ANGELES COUNTY AIRPORTS

In Los Angeles County there are fifty-five airports and landing fields; seventeen airplane factories producing; ten aircraft motor factories, with a \$4,000,000 production in 1928 and an estimated production of \$20,000,000 for 1929. There are 1464 licensed pilots in California, with approximately 1200 in Los Angeles County, besides twenty-five aviation schools, with approximately 2200 registered students now taking flying training. In Los Angeles County there are four air-rail terminals and two air mail terminals.

San Anselmo has completed its fiscal year ending June 30 with a surplus of approximately \$1,300 and with sufficient to take care of the bond interest and redemption.

RECLAIMING SWAMPS AND TIDELANDS FOR AIRPORTS

By I. S. TERRELL

RECLAMATION of swamp and tidelands for airports by municipalities and private corporations around San Francisco Bay has attracted the attention of city and civic leaders throughout the country, particularly those situated in a marshy district.

Saving of thousands of dollars to taxpayers by turning otherwise valueless land into industrial property and the destruction of mosquitoes is the dual purpose accomplished through this unique form of civic enterprise. Among the cities active in this type of project are Oakland, Berkeley and Alameda.

In Berkeley municipal authorities found themselves faced on one side by the clamor of air-minded citizens for an airport and on the other by the lack of any possible site, except valuable industrial or military property, and limited finances.

City Engineer Harry Goodridge and City Manager John N. Edy made a survey of the city, but found nothing for an airport site except the "garbage dumps" along the waterfront. The "dumps" consisted of marshy, mosquito-breeding ground filled with dry garbage and then coated with dirt.

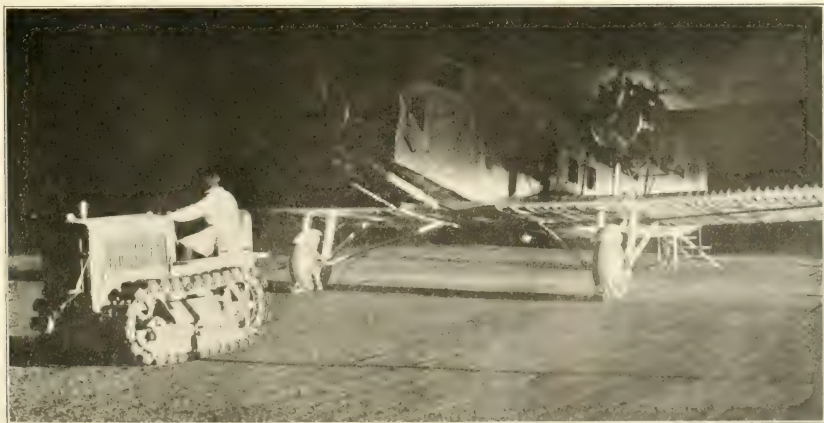
Although the idea of building an airport on "garbage" seemed like the wildest of wild schemes, further consideration of the matter disclosed that it was ideal for an air terminus. The ground was level and unobstructed by high buildings or electric wires. Approximately 60 acres of land, already leveled and with ideal drainage, thus was available for Berkeley's airport.

"Caterpillar" tractors were sent onto the "dump" to complete the leveling, construct runways and aid in the building of hangars. Immediately upon the announcement by the city that an airport was to be constructed

on the "garbage dump" a plane manufacturer began negotiations for a long-term lease. Shortly afterward a small school for pilots submitted a proposal to operate at the field.

Today the field has been approved by the Department of Commerce as an emergency landing port, the plane manufacturer uses it as a testing ground, the pilot's school has a dozen planes in operation and a glider school is being formed. Thus, with a minimum of expense, the city of Berkeley turned its "garbage dump," which for many years had failed to bring in revenue, into a landing field that is paying dividends. Furthermore, as more garbage is dumped into the tidelands, the surface is coated with earth, leveled and the field enlarged.

Another type of airport construction which has reclaimed hundreds of acres of waste tidelands and mosquito-



NIGHT SCENE—OAKLAND AIRPORT

Spotting a Boeing Tri-motored, 12-passenger plane with Caterpillar Fifteen tractor, for the night run

breeding ground into one of the modern airports of the country is found at Alameda Airport, where the Curtis-Wright Corporation is spending \$2,000,000 in bringing 343 acres of land to grade.

More than 4,000,000 yards of silt is being pumped from the Oakland Estuary through huge pipes to the field, located on an arm of land that juts into San Francisco Bay. The project is in charge of Charles R. Schwanenberg, resident engineer for Curtis-Wright.

Before Curtis-Wright became interested in the airport, the city of Alameda had started to rid the tidelands of mosquitoes and reclaim the valueless marsh land. However, the rapid expansion of air lines in California made it imperative that Transcontinental Air Transport divorce itself from Oakland Airport and Curtis-Wright became interested.

Since then work has gone forward rapidly and today air liners are using that portion of the field already completed. Schwanenberg is using a well oiled and rolled surface for the runways.

Near the Alameda Airport is the new San Francisco Airdrome, terminus of the Western Air Express, once a mosquito-infested marsh owned by the University of California. The swamp was filled several years ago without cost to the university when the city of Oakland dredged a deeper channel in the estuary.

Now the property has been leased to the Western Air Express and its associated companies for development. Engineers of the new port are using a decomposed shell surface in preference to the oiled runways.

On the opposite side of the island on which the city of Alameda is located is the huge Oakland Airport, home of the Boeing Air School and terminus of the Boeing air lines. The city of Oakland has spent \$1,500,000 in developing what once was worthless land into the most modern air ter-

minus in the country. Expenditure of several thousand dollars more for equipment and further development is planned.

From the viewpoint of the taxpayer of Oakland, Alameda and Berkeley, the reclamation of these mosquito-infested and valueless tidelands has been worth thousands of dollars. Not only have mosquitoes been deposited from their "home ground," but the cities have been able to realize an income from this tideland property.



The City of Oakland has spent \$1,500,000 in making Oakland Airport one of the most modern airports in the nation from what once was worthless swamp land

League of Municipalities

By J. L. FRANZEN

Secretary, League of Oregon Cities and City Manager, Oregon City

Reprinted from The Commonwealth Review

THERE was a time previous to and during the early nineties when the government of our cities was given little or no attention by their citizens, and in many instances the municipalities were ruled by unscrupulous persons. During the late nineties there was evidenced a beginning of an awakening to civic duty on the part of the citizens, and with it came the movement for the selection of city officials who could and would serve the people.

Also about this time, through the efforts of certain city officials, the first municipal leagues were organized, to provide a medium through which they might secure the best

ideas, methods and experiences of other city officials. Just as the men and women of the various technical professions have their official publications and meetings for the exchange of ideas and experiences, so the city officials organizing these leagues sought to increase their knowledge of municipal government and administration in the same manner.

On account of the ever increasing demand placed on those who wish to be successful city officials for a better understanding of the science of municipal government and administration, and of the objectives of city government, these leagues of mu-

nicipalities have grown in number and service rendered until at the present time there are twenty-eight in the United States, and eleven in the provinces of Canada. Nearly every country in the world, both large and small, have their municipal organizations, and many excellent reports are received through their representatives attending the International Congress of Cities held in the various countries.

There is also one other municipal association that many of the leagues have affiliated with which is of much importance, that is the American Municipal Association, whose membership consists of the executive sec-

retaries of the various state leagues who care to become members of the association. The number of leagues belonging to this association is twenty-four. By such affiliation the member secretaries have at their disposal practically all of the information on municipal subjects there is available in the United States, thus making the office more efficient and of more value to the cities of the league.

Chief Reasons

The chief reasons for the organization of the leagues as appears in the records may be classified under five general heads as follows:

1. Need for establishing a clearing house of information on municipal questions.
2. Need for conferences of city officials to exchange ideas and experiences.
3. Need for research in municipal questions that the city officials may administer as efficiently as possible.
4. Desire for the cooperation of cities and the pooling of their strength and their talents in presenting the public side of public utility service.
5. Desire for the cooperation of cities and the pooling of their strength to obtain the passage of such legislation as may be beneficial to the cities and the state as a whole, and to prevent such legislation as may be injurious to the cities and the state as a whole.

The "establishment of a clearing house of municipal information" may be further described as a storehouse from which information on all municipal questions may be drawn.

Conferences of City Officials

The "conferences of city officials," or conventions as they are usually called, is one of great importance, as all know of the great value to be derived from the frank and open discussion of problems and questions in which the delegates are interested. These conventions have developed virtually into schools at which short courses in the various branches of municipal government may be pursued. In many instances the conventions are so large that it is necessary to have a general convention assembly in the forenoon and to divide the general convention in the afternoon into sub-conventions, representing the various functions of municipal government.

Described by Example

The fourth clause may best be described by an example. A number of cities of one of the Atlantic states found it necessary to carry on a fight against an increase of telephone rates, and by the cooperation of the various cities of the league, the total cost to the cities was \$8,000 as against an expected expenditure of \$25,000.

Examining Reports

Furthermore, by examining the reports of the legislative committee of the various leagues, many instances will be found where the leagues sponsored and assisted in the passage of good legislation. Also, on the other hand, long lists of bills listed as introduced in the legislatures, which were prejudicial to the best interests of the cities, were in most cases defeated through the efforts of the member cities of the leagues.

The services now available to the member cities are many and varied and depend somewhat on the amount of money which is available

SECRETARY



J. L. FRANZEN

Under whose supervision the League of Oregon Cities has made such noteworthy progress during the last few years.

to the officers. Among some of the older and larger leagues a full time staff is maintained in the secretary's office, which is kept busy giving service to the member cities of their leagues. Several of these larger leagues maintain legal service to assist city attorneys, an advisory engineering service, and an auditing department, as well as service to install a budget bookkeeping system where the city may request it, and have assisted cities in the sale of bonds. Other leagues that do not have the funds to employ the services of a full time secretary, give such service as the secretary can with the time at his disposal.

Indiana has the record of having the first municipal league in the United States, organized in 1891,

with Iowa following in 1897, and California and Wisconsin in 1898. The following is a list of the states and provinces that have municipal leagues:

League of California Municipalities
Illinois Municipal League
Colorado Municipal League
Florida League of Municipalities
Municipal League of Indiana
League of Iowa Municipalities
League of Kansas Municipalities
Kentucky Municipal League
Michigan Municipal League
Minnesota
Mississippi Municipal Officers Ass'n.
League of Missouri Municipalities
Nebraska State League of Municipalities
New Jersey State League of Municipalities
League of Virginia Municipalities
New York State Conf. of Mayors and Other Officials
North Carolina Municipal Ass'n.
League of North Dakota Municipalities
Oklahoma Municipal League
League of Oregon Cities
Pennsylvania State Association of Boroughs
League of Cities of Third Class Pennsylvania
League of South Carolina Municipalities
League of South Dakota Municipalities
Municipal League of Tennessee
League of Texas Municipalities
State Municipal League of Utah
West Virginia Municipal League
League of Wisconsin Municipalities

Canada

Union of Alberta Municipalities
Union of Nova Scotia Municipalities
Union of Canadian Municipalities
Union of Municipalities of Providence of Quebec
Alberta Ass'n. of Municipal Districts
Union of Manitoba Municipalities
Ontario Municipal Association
Union of New Brunswick Municipalities
Union of British Columbia Municipalities
Union of Saskatchewan Municipalities
Saskatchewan Ass'n. of Rural Municipalities

League of Oregon Cities

The League of Oregon Cities was organized at Portland, Oregon, on October 2, 1913, during the second annual convention of the League of Pacific Northwest Municipalities. The late Dr. F. G. Young, professor of sociology at the University of Oregon, was the first secretary. The league was quite active for several years, but during the war it became inactive. The league was reorganized January 24, 1925, and since that time is becoming more active each year. The services requested by the cities at the present are copies of ordinances and charters, and opinions on questions of law.

The objects of the league are:

1. To maintain an organization to secure cooperation among the cities of the state in a thorough study of local problems and the application of efficient methods of local government.
2. The collection and dissemination of information, statistics, and data rela-

tive to all question of local government.

3. The promotion of such legislation as will be beneficial to the cities of the state and the citizens thereof, and the prevention of such legislation as may be injurious thereto.
4. To do any and all other things necessary or proper for the benefit of the cities of Oregon.

The membership of the league has grown rapidly during the past year and now includes over half of the cities of Oregon.

The following is a list of member cities belonging to the League of Oregon Cities:

Albany	La Grande
Amity	Lebanon
Ashland	Marshfield
Astoria	McMinnville
Baker	Medford
Bandon	Milton
Bay City	Milwaukie
Bend	Molalla
Canby	North Powder
Carlton	Oregon City
Condon	Pendleton
Coquille	Portland
Cottage Grove	Prairie City
Dalles City	Rainier
Eugene	Reedsport
Fairview	Salem
Fossil	Sheridan
Gold Hill	Silverton
Grants Pass	St. Helens
Grass Valley	Tillamook
Harrisburg	Toledo
Hillsboro	Troutdale
Hood River	Union
Huntington	West Salem
Klamath Falls	Woodburn

MODERN MOTORS AHEAD OF ROADS

By E. E. DUFFY

AUTOMOBILE manufacturers revolutionized the old high-wheeled buggy into a machine that is perfect by comparison.

Recognition of the fact that speed is possible with safety has recently been given by seventeen states which have raised their speed limits. Four states went so far as to not place any definite limit on speed other than a rate which is not unreasonable and improper. Other states have also adopted this method. Further, in most states speeds in excess of the limit specified do not call for punishment if it can be shown that the greater speed was safe under the circumstances.

Mechanical Standpoint

From the mechanical standpoint most all cars are capable of traveling at fairly high rates of speed with safety. However, speed with safety is also dependent upon highway facilities. This is particularly true in and

near metropolitan areas where most motoring is done. Here speed with safety is dependent upon the provision of wide, smooth pavements and elevated grade separations.

Despite all that has been done to prevent automobile accidents, the annual death and injury toll continues to mount. Where traffic is heavy there is an urgent need for the elevated grade separation, which permits traffic on two intersecting highways to flow without interruption. Aside from the element of safety, grade separations

eliminate expensive traffic waits which are somewhat ridiculous in the face of the capabilities of the automobile.

Every sizable community has need for one or more grade separations at busy intersections, either within the city itself or at its outskirts. The grade separation is new, yet it has already demonstrated its worthiness in Chicago, Pittsburgh, Maryland, New Jersey and Wayne County, Michigan. Elevated grade separations like smooth pavements pay for themselves shortly.

New Chamber of Commerce Building, Spokane, Washington

A new building which will double its efficiency at but little extra cost is the hope of the Spokane Chamber of Commerce in announcing a new civic structure.

The building site is a gift from

steadily improve with each year the security of the second mortgage bonds.

Construction will begin August 1, and it is expected that the building and furnishings will total a



the Finch estate, which is being administered in Spokane for civic benefit, and from W. H. Cowles, publisher of the Spokane *Daily Chronicle* and the Spokane *Spokesman-Review*.

This gift has been made to what will be known as the Spokane Civic Building Company, which is to build the structure and issue the bonds for financing. This company will rent to the Chamber of Commerce for a period of twenty years, at an annual rental sufficient to pay the interest on both bond issues, plus an annual retirement commencing at \$2000 and growing as the interest diminishes. This retirement will be on the first mortgage bonds which will thereby

trifle less than \$125,000. Spokane bankers will underwrite \$85,000, these bonds to be offered to the general public, and the balance of \$40,000 is to be funded in an issue of 6 per cent second mortgage gold bonds.

AIRPORT DRAINAGE

The growing importance of airplane transportation has focused popular and technical attention on the need for more and better landing facilities. A common deficiency in fields used for landing purposes is inadequate drainage—a deficiency which has in many cases robbed otherwise good ports of valuable traffic.



Fig. 4. SEATTLE, WASHINGTON. AIRPLANE VIEW OF DENNY HILL PROJECT No. 2.

MOVING A MOUNTAIN TO THE SEA

Seattle's Denny Hill Regrade Project No. 2

By W. E. PHILIPS

Link-Belt Company Engineer in Charge

THE use of belt conveyors for moving of about 5,000,000 cubic yards of earth from Denny Hill to Elliott Bay, in Denny Hill Regrade Project No. 2, is another mark of Seattle's progressive improvements. W. B. Barkhuff, Seattle's chief engineer, has been in a position to study the striking difference between what were considered good standard methods of moving materials a few years ago, and the simpler, more efficient

and economical uses of conveyors, as now applied.

It was required for Project No. 2 that the material be moved from Fifth Avenue to the bay without interfering with traffic, or the city's business, and Mr. Barkhuff's choice of belt conveyor systems was made after a careful study of the whole situation, in consultation with link-belt engineers.

In 1906 Seattle's first project of regrading, which consisted of the level-

ing and removal of approximately 5,400,000 cubic yards of earth, was inaugurated. Forty-three city blocks were embraced in the area affected, about Fourth Avenue and Blanchard Street. An industrial railroad was the method used in the handling of this material. Also the same year another project was started, known as the West Lake fill, in which the same methods were employed.

In 1907 a project at Third Avenue



View of Belt or movable conveyor line

and Spring Street was undertaken, and the previous methods were used.

Denny Regrade No. 1

In 1909 what is known as the old Denny Regrade, or Denny Regrade No. 1, was started and hydraulicking was the principal method employed. The water from Elliott Bay was pumped at the rate of 3,500 gallons a minute against a pressure head of 180 pounds, and from Lake Union it was pumped at the rate of 12,000 gallons per minute under similar pressure head. This tremendous volume of water was played upon banks of earth by nozzles having diameters of from 3 to 3½ inches. The water and earth were delivered to large pipes, and the debris was sluiced in a big tunnel down Bell Street, emptying into flumes carrying mud and water out into the bay for disposal. In addition to this, steam shovels were employed, delivering their material into cars of the industrial type, which in turn dumped their contents into the tunnel, where hydraulic jets broke up the debris, all being delivered into the bay.

Various Grading Projects

In the various grading projects preceding the present one, Seattle has moved about 50,000,000 cubic yards of earth by the other methods. After thorough investigation and comparisons, Mr. Barkhuff decided that the proposed arrangements of conveyors would handle the material at reasonable cost, eliminate wear and tear on city streets, and interference with traffic, and do away with the noise and annoyance formerly caused to residents and business houses on the

streets along which the material was to be handled.

The contract was awarded to George Nelson & Company, who are using link-belt anti-friction belt conveyor equipment throughout, and have 300 working days in which to complete this stupendous undertaking. The work is now in full swing, and at 400 feet per minute—faster than the average man can walk—Denny Hill is hurrying into the bay.

Shovel Bites Deeply

An electric crawler shovel bites deeply into the hill, two cubic yards to the bite, drops its load into a hopper, which in turn feeds its contents onto the thirty-six-inch wide movable belt conveyor, where the gray stream of earth starts—a constant monotony of

Below: Belt Conveyor in housing, carrying Denny Hill over streets and wires, to the sea.



motion—for its ultimate destination at the bottom of Elliott Bay; or delivers, if desired, to railroad cars or trucks, where it can be used as fill.

It would be less of a drama, if in the swift continuous-flowing even progress there were noise, the crash and clatter of gears, or the bumping and falling of rocks striking iron or timber.

But the Link-Belt Conveyor is almost silent. Night and day it conveys a gray stream of earth, never stopping, never speeding, never slowing—relentless, irresistible—as the hill melts under the magic of energy and brains of man.

Hill Moves Down Street

From Fifth Avenue and Battery Street the hill is majestically moving



Fig. 1. Conveying Denny Hill over the streets to the seaward

down Battery Street. It goes on a belt conveyor system running overhead (See Fig. 1), clearing street car trolley wires, without interfering with traffic, or with Seattle's general business; and down a vista of over a half mile, crossing over Railroad Avenue and railroad tracks, to Seattle's ocean doorstep. The long straight run of overhead conveyor discharges on to the pier conveyor, which runs at an angle, out to the end of the pier, where the stream of earth tumbles onto barges which are huge Leviathans of scows, of self-dumping construction. These are moved out into the bay to discharge their load in deep water. (See Fig. 2.)

The scow is built reversible, with



Fig. 2 Which shows the self-dumping scow

can be seen in Fig. 3 feeding to the main line conveyor, will be running in the opposite direction, having turned gradually around the junction point, to

sections are 1360 feet, 920 feet and 600 feet centers, and the field conveyors are 200 feet centers. The portable or movable hoppers are fitted with apron feeders, which are so timed as to deliver the two-yard load onto the belt before the shovel can return with another load.

Airplane View Shown

Fig. 4 shows a recently taken airplane view of the portion of Seattle involved in Denny Hill Project No. 2. A little at the right of the center will be seen the portion on which shovels and field conveyors are at work, with the overhead conveyor of Fig. 1 leading down Battery Street, and off at an angle over the pier, to the barges in Elliott Bay. Much of the lower right-hand portion of the view will be included ultimately in the regrading operation.



Fig. 3. Field or Movable Belt Conveyor which feeds main line conveyor

two decks for alternate loading and an intermediate chamber for water or air. When ready to dump, inlet valves are opened, introducing water to throw the scow out of balance, and permit it to dump as it capsizes. After the water is pumped out, the reversed deck is ready for a new load.

Cut Being Made

The cut is being made in two benches, two shovels operating at the top bench making a cut of about forty feet. Two other shovels operate on the lower level, which is on the grade line. Belts are thirty-six inches wide, operate at a speed of 500 feet per minute, and have a capacity of more than 600 cubic yards per hour.

Portable Conveyors

When the project is completed, field or portable conveyors, one of which

an angle of 108° from starting position.

The lengths of the different conveyor

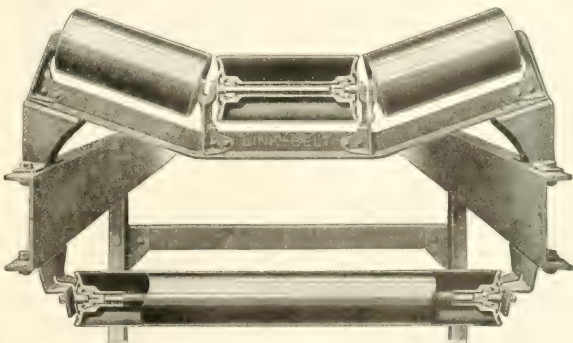


Fig. 5. Type 40, Anti-Friction Belt Conveyor Idler used on Denny Hill Belt Conveyors.

MUNICIPAL PERSONNEL

LONG BEACH SELECTS CITY MANAGER, ASSISTANT CITY MANAGER, MAYOR AND CITY CLERK

Claude C. Lewis, newly appointed City Manager, has had a wealth of experience in the direction of municipal government. Before coming to Long Beach in August, 1918, Mr. Lewis resided at Bedford, Ohio, where he served as a member of the City Council for six and one-half years. During that period he was Mayor for nearly two years and before that vice-mayor for two terms.

Has Served on Council

During his residence in Long Beach, Mr. Lewis has served on the City Council and at present is a member of the Civil Service Commission. He was appointed to the Councilmanic body in 1926 and was the only one of the old regime to retain his seat when the so-called "Straight Eight" ticket went into office three years ago.

Adding to his experience in community affairs, C. C. Lewis served for several years as a director of the Chamber of Commerce and was President of that organization in 1924. His service in the civic body gave him a close-up view of the civic problems of Long Beach as distinguished from the strictly governmental responsibilities. As a private citizen, an official and as civic leader, C. C. Lewis has been actively identified with every major progressive movement launched here within the last ten years.

The newly selected City Manager is head of the C. C. Lewis Jewelry organization which maintains two establishments here and stores in several other Southland cities.

President of Exchange Club

At present Mr. Lewis is President of the Exchange Club of this city and also is President of the Long Beach Riding Club. He is an enthusiastic horseman. His fondness for this recreation is shared by other members of his family, notably a daughter, Miss Juanita Lewis, recognized as one of the leading horsewomen of the younger set. Mrs. C. C. Lewis is prominent in social and club activities in this city. A son,

Harold J. Lewis, is associated with his father in business as Vice-President of the C. C. Lewis Jewelry Company.

Other civic activities of Mr. Lewis' include his leadership in Community Chest activities and support of the Better Business Bureau.

Mr. Lewis has had an abiding faith in the future of Long Beach as a business community since his arrival here twelve years ago, and has invested extensively in business and other properties in Long Beach and vicinity.

ASA E. FICKLING SELECTED AS MAYOR

The choice by the City Council of Long Beach of Asa E. Fickling as Mayor is a happy one, since not only has a citizen of the highest type been selected, but also the selection seems to meet with the unanimous approval of the citizens generally.

Native of Illinois

Asa E. Fickling is an Illinoisan and the elevation to the Mayoralty of Long Beach comes almost as a birthday gift. He observed his fifty-second anniversary on July 12. In 1894 Fickling moved with his family to South Dakota to complete his schooling and studied law there three years. In 1904 he moved to Northwest Iowa, just over the South Dakota line, where he lived until coming to Long Beach in 1920. In Iowa Fickling managed a lumber business, hardware store and implement house, bought and sold grain, livestock and had time to be postmaster and justice of the peace.

Purchased Lumber Business

Coming to Long Beach, Fickling purchased the lumber business at Anaheim Street and American Avenue and later established one also at Lynwood. During his ten years in this city he has been known as a conservative and successful business man. He is president of the Long Beach Advertising Club, member of the Long Beach Exchange Club, secretary of the Long Beach Masonic Club, member of the Federated Brotherhood

Club, the Sciots, Scottish Rite and Shrine and past president of the Toastmasters' Club. He is the father of three children, Donald Forest Fickling, D. H. Fickling and Doris Fickling.

J. OLIVER BRISON HONORED BY REAPPOINTMENT AS CITY CLERK

By unanimous choice the new City Council of the city of Long Beach selected J. Oliver Brison as City Clerk for the new administration. Brison was City Clerk under the past City Council until three months ago, when he resigned to make the race for City Auditor.

He succeeds Miss Edith Rhea, former deputy under him, who returns to her previous position under Civil Service. She has been acting under leave of absence.

Has Been a Resident

Brison has been a resident of Long Beach since October, 1923, when he came here from Washington, D. C. He is a native of Missouri. Brison's first public work was with the Chamber of Commerce as publicity secretary, but during his residence in Long Beach he has been active in its affairs in many lines of endeavor. He is past president of the Long Beach Advertising Club, past president of the Long Beach Masonic Club, past president of the clerks' and auditors' section of the California League of Municipalities.

Ever since coming to the city Brison has been director of the choir at the First Presbyterian Church and has taken a leading part in community singing in public events.

During World War

Before coming to Long Beach Brison was identified during the World War with the War Camp Community Service, having charge of the entertainment work at the camps along the Atlantic Coast from New York to Florida. Mrs. Brison is a native of Florida and has been a leader in club work here, being now recording secretary of the Ebell Club. Brison is a member of the Masons, Sciots and Elks Club.

ASSISTANT MANAGER WALLACE VETERAN RESIDENT

A veteran resident of Long Beach, William H. Wallace, banker, realtor, city builder, has been appointed Assistant City Manager of Long Beach. His appointment was made by his friend, City Manager Claude C. Lewis. The two men have often been associated in civic movements and share the optimistic viewpoint of the city's future. Wallace will devote his entire time to the office.

William H. Wallace came to Long Beach in 1906 from Redwood Falls, Minn. One of his first activities was to organize the Exchange National Bank at Third Street and Pine Avenue. He opened the bank as cashier on January 15, 1907, and remained with it until 1917, when the World War called him. He became a secretary for the Y. M. C. A. war work and in November, 1918, after Armistice Day, he accepted the position of Assistant State Secretary for the Y. M. C. A., with an office in the Central Building, Los Angeles, where he served as Executive Secretary.

Back in Long Beach

Three and a half years later he re-entered Long Beach activities and went into the real estate business here with offices on Third Street near Pine Avenue.

Police Commissioner

Once in his residence in Long Beach Mr. Wallace has held a city office. He was Police Commissioner with Charles F. Van de Water under Mayor Louis N. Whealon. He has been a director of the Long Beach Y. M. C. A. for twenty-four years, a member of the First Methodist Episcopal Church for the same period, was a director of the Long Beach Chamber of Commerce for ten years, and once was its president. He was president of the Long Beach Realty Board and is still a member of its board of directors, and is past president of the Long Beach Kiwanis Club. He is a thirty-second degree Mason and is a member of the other Long Beach Masonic bodies, a trustee of the Scots, and a member of Al Malaikah Temple, Shriners, of Los Angeles. He has resided in the same home at 1431 Linden Avenue for twenty-four years.

13,000 Residents

When Mr. Wallace came to Long Beach, this city had 13,000 residents. Every worthy endeavor for upbuilding the city found Mr. Wallace in

the ranks, and for many years he has been recognized as a leader in civic affairs. He was vice-president of the Long Beach Chamber of Commerce at the time C. C. Lewis was president. He also was chairman of the campaign that successfully put over the first Long Beach harbor bond issue of \$240,000 in 1908.

DEATH OF JOHN W. ROGERS, SAN FRANCISCO ASSISTANT CITY CLERK, BLOW TO OFFICIALS

The sudden death of John W. Rogers, chief assistant clerk of the Board of Supervisors of San Francisco, has cast gloom over the entire municipal family who loved and respected him for his cheery friendship, faithfulness and loyalty to the city and its citizens whom he served for more than eighteen years.

Rogers was born in San Francisco on Washington's birthday, 1880, and lived at 462 Funston Avenue. He is survived by his widow, Florence I. Rogers. They had no children. He was a brother of Harry W. Rogers



JOHN W. ROGERS

and Mrs. Emily Kelly of San Francisco and James E. Rogers of New York City.

As a young man Rogers was in the insurance business here. He was a member of the Civil Service Commission from January 8, 1930, to July 15, 1905, when he was appointed curator of the M. H. de Young Memorial Museum.

He remained with the museum until July 1, 1908. On January 8, 1912, he was appointed to the position he held until his death.

Board's Legislative Aid

Rogers was the representative of the Supervisors at the biennial meetings of the State Legislature for the last nine years. He was known as the father of the municipal employees' retirement system, and had served as president of the board of governors of the system since it was organized April 1, 1922.

He was an active member of the California League of Municipalities, and was also a member of the Masons and Native Sons.

Mayor Rolph ordered all flags on city buildings flown at half staff when informed of Rogers' death, and paid a high tribute to his memory.

"Rogers had been a servant of the city for thirty years," the Mayor said. "His place is one that will be difficult to fill, as he was a remarkably efficient and conscientious public servant."

Dr. A. B. Hinkley has been elected as mayor of Richmond, California. Dr. Hinkley, who is just entering upon his third year as councilman, succeeds Mayor A. L. Paulsen, who has served for the past year.

Clarence Hammerbacker has been appointed as city clerk of Glendale, Arizona, succeeding City Clerk J. W. Hawks, whose resignation took effect on July 15. C. E. Sheets has been reappointed city marshal, C. F. Hensley is commissioner of streets, J. W. Corbin is city attorney and W. H. Bartlett is city engineer.

Thomas Coombs, who for the past three years has served as city planning engineer for Los Angeles, has been named to succeed Gordon Whitnall, who resigned recently as head of the planning commission to enter private business.

C. P. Keyser, city superintendent of parks for Portland, Oregon, has just returned from a 5000-mile trip by automobile, in the course of which he attended the national conference on city planning at Denver. He also visited Salt Lake, Teapot Dome, Yellowstone National Park, Jackson Hole, Moran Lake, Lake Tahoe and Sacramento. He was accompanied by his family.

W. D. Hays has been appointed by Mayor T. R. Finley of Santa Barbara to the position of city clerk and auditor, filling the vacancy caused by the resignation of S. B. Taggart. Finley was formerly a clerk in the water department.

BULLARD-DAVIS, INC., ANNOUNCE SAN FRANCISCO SUBSIDIARY

Bullard-Davis, Inc. (Del.) a subsidiary of Davis Emergency Equipment Company, 67 Wall Street, New York City, manufacturers and distributors of first aid and safety equipment, announce the formation of a wholly-owned subsidiary company: Davis Emergency Equipment Company, Limited, 1268 Mission Street, San Francisco, Calif.

This office will be under the management of Mr. Herbert Brendlen.

The company is the exclusive western representative for the sale of first aid kits and supplies, gas protection equipment, linemen's safety equipment and trouble finders, which are manufactured by the Davis Emergency Equipment Company, Inc.

The California company will also act as representative for the following products sold by Bullard-Davis, Inc. (Del.): Miscellaneous safety equipment, safety clothing and safety shoes.

The former representative is the eleven western states was the separate corporation of Bullard-Davis, Inc., of California.

Neither the E. D. Bullard Company, success to Bullard-Davis, Inc., of Cal., nor Mr. E. W. Bullard are now in any way connected with the long established Bullard-Davis, Inc., (Del.) and the Davis Emergency Equipment Company, Inc.

M. J. HARPER MADE MANAGER

The Pittsburgh Equitable Meter Company announces that M. J.

Harper has succeeded Victor E. Arnold as manager of their New York City office. Mr. Harper is well fitted for this position through his experience in handling the export sales of the company for many years, as well as taking care of many important accounts in the New York territory. The best wishes and congratulations from his host of friends go along with the promotion.



M. J. HARPER



ARTHUR CROOKE

Arthur Crooke, vice-president of the Pittsburgh Equitable Meter Company of California, announces that the meter contract for the Beverly Hills water department for the ensuing year has been awarded to his company.

Crooke, who is well known on the West Coast through years of contacting municipal and other executives, has been receiving the congratulations of his many friends upon his promotion to vice-president of the California branch of the Pittsburgh Equitable Meter Company, a national organization.

HUGE TURBINE TYPE PUMP 864 FEET LONG BREAKS RECORD

JUST when engineers have agreed that the limit in size of water-lifting machines has been reached is when some enterprising manufacturer produces a still larger one. At one time water production from depths in excess of 300 feet was thought impractical. Water development for California's lucrative citrus crops probably has influenced the building of larger pumps more than any other single factor. Continued pumping from wells in various localities gradually lowered the subterranean water levels until water production meant lifting 400, or even 500 feet to the surface. Early in 1929 a record was established when a deep-well turbine pump was constructed and installed at Pomona, Cali-

fornia. The total lifting head from below the ground was 540 feet. In this pump were incorporated many features which make it practical to go to much greater depths.

Giant of Turbine Pumps

The real giant of turbine pumps was recently constructed by the Pomona Pump Company of Pomona, California. Water is lifted from approximately 850 feet underground. According to the manufacturers this pump is to be installed in Mexico for the Cia Industrial El Potosi at Zacatecas. The shipment required two railway freight cars and weighed 48,000 pounds without the electric motor.

A good idea of its immense size is gained from comparison with a man and one of the ordinary size driving heads. From the top of the motor to the lowest portion of the pump bowls measures 864 feet. The problem of proper lubrication and prevention of whipping in a drive shaft of such great length was successfully solved by using a water-lubricated resilient type bearing. The shaft floats within a film of water and all vibrations are completely cushioned. The manufacturers deviated from the more common method of surrounding the shaft with an oil tube or using oil as a lubricant. The braking effect of an oil-filled tube, due to the viscosity of the oil, would have meant a great loss of power, according to the designers.

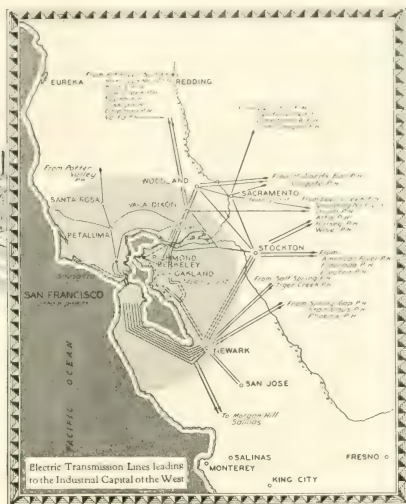
Individual Pump Stages

Twenty-five individual pump stages on bowls were used. Twelve of these were installed about 400 feet underground and the remainder were at the 833-foot level. Only one shaft is used as the separate sets of stages drive from the same motor mounted at the surface. The capacity of each set is synchronized. An ingenious regulating device installed immediately below the top group compensated for increase in shaft length as the hydraulic load increased. The impellers have no lower shroud and are adjustable from the surface to compensate for eventual wear.

Pump Roller Bearing

The total weight of all moving parts is transmitted to an immense roller bearing in the pump head. This bearing runs in oil, the temperature of which is controlled by water-cooling coils.

*Industrial
Capital
of the West!*



.....THE SAN FRANCISCO METROPOLITAN BAY AREA

One of the outstanding factors in the growth and rapid industrial expansion of this area is the availability of an abundant supply of electric power at low cost.

The industrial power output in the territory served has increased over 200% in ten years.

There is now available through this company's interconnected power system of 34 hydro-electric plants and 8 steam-electric plants 918,966 horsepower of electric energy at exceptionally low rates.

To meet the anticipated growth of the territory served, the company is now expending \$40,000,000.00 for additional hydro-electric energy and \$11,000,000.00 for new steam-electric generating units which will add some 485,000 horsepower to the company's interconnected system.

You will find production costs low in the San Francisco metropolitan Bay area. Natural Gas in abundance at low rates.

Here the coast airways center, rail and water meet, good roads speed up deliveries, climatic conditions aid production.

If you would like to know the opportunity here for any specific industry write the—

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Ind. 1-30

Mayor George L. Baker of Portland, Oregon, began his fourteenth year in that office on July 1st. Many beautiful floral tributes were presented to him on that occasion. Commissioner C. A. Bigelow has completed seven continuous years, while other commissioners also have records of many years of service.

Elgin C. Hurlbert is serving as assistant City Clerk of Pacific Grove during the month of July, owing to the continued illness of City Clerk W. G. Stubbs. City Manager Erwin Dames made the appointment.

James H. Polhemus, chief engineer and general manager of the port of Portland, Oregon, has been named from American Engineering Council as one member of a committee on airport drainage and surfacing. This committee, with a membership of 13, is composed of representatives of American Engineering Council, the American Road Builders Association, and the aeronautics branch of the U. S. Department of Commerce. Polhemus is the only western member on the committee. Harry H. Blee, director

Harold Lukin is the new city building and electrical inspector for Needles, Calif., succeeding O. F. McCallum.

E. D. Stafford, California state hydraulic engineer, and Harold Conklin, assistant, are working with Upland and Ontario officials in launching an important program of flood control and water conservation in the Cucamonga water basin.

Fred G. Evenden is a new member of the Woodburn, Ore., City Council, taking the place of George Beach, who resigned from the council to take the position of city recorder.

Charles F. Will and **Wallace Nason** are new members of the board of town trustees of Rathdrum, Idaho, succeeding T. L. Quarles and A. H. Richmond.

Dr. A. B. Hinkley has been elected Mayor of Richmond, Calif., by the unanimous vote of the City Council at their recent meeting. He is just entering his third year as Councilman and succeeds A. L. Paulsen, who has served in a very creditable manner for the past year.

John F. Reisacher and **William Gross** were elected Councilmen by the City Council of Condon, Oregon, to succeed, respectively, Carroll Barker and E. R. Fatland, resigned. The new members will serve until the general election in November. Both men were sworn into office shortly after their election.

Grants Pass, Oregon, has selected a water board of five members, with Mayor George J. Fox as chairman. The people in June voted a bond issue of not more than \$400,000 for the construction of a new water system, or purchase of the present privately owned system. Other members of the new water board are James T. Tufts, four-year term; P. B. Herman, three-year term; T. P. Cramer, two-year term; Frank Mashburn, one-year term.

Dr. W. E. Kalas has been named by fellow councilmen of Glendale, Arizona, as the city's new Mayor to succeed O. D. Betts. New councilmen are: Frank S. Heatwole, J. Arthur Miller, Clarence E. Walker, J. Earl Smith, William F. Moore and J. D. Lynch.

John L. Fenton and **Sage Akins** were re-elected and **Carl Harris** was elected as members of the Lewiston, Idaho, City Council in the municipal balloting held June 9. The Councilmen-elect take office July 7.

Peter Riley has been re-elected Mayor of Clifton, Ariz., and **B. W. Baker** has been named President of the City Council. **A. J. Kerr** has been reappointed city engineer.

Eugene Shute, veteran peace officer, on June 7 was named chief of police of Globe, Ariz., for the coming two years at a special meeting of the City Council. Chief Shute succeeds **Garie L. Crawford**.

Olaf I. Pedersen, building contractor, and **bishop of the sixth ward**, has been selected by the Logan, Utah, city commissioners to succeed **N. W. Merkle** as city commissioner. The new commissioner served at one time as city councilman and was at one time city water master.

P. D. Miller of Socorro, N. M., was chosen president of the New Mexico Firemen's Association at

the conclusion of the annual convention in Deming on June 6. **R. Miller** of Clovis; **Rue Chicman**, **Roswell**, and **Ashley Pond**, Deming, were chosen vice-presidents and **R. A. Rosewell**, **Albuquerque**, was chosen secretary-treasurer. **Clovis** was picked for the 1931 convention.

Ray L. Derby, who designed the filtration plant for the Cheney development of the California Water Service Company, has been employed by **Stevens & Koon**, consulting engineers, Portland, to design units for a gravity type filtration plant of 12,000,000 g.p.d. probable ultimate capacity for the Washington Gas & Electric Company at Longview, Washington. As sanitary engineer for **Salisbury**, **Bradshaw & Taylor**, Los Angeles, **Derby** was on the design of the **Beverly Hills, California**, 5,000,000-g.p.d. water softening and filtration plant.

Manuel Menotti has been appointed chief of police of Sausalito, filling the vacancy created by the resignation of Chief **James McGowan**.

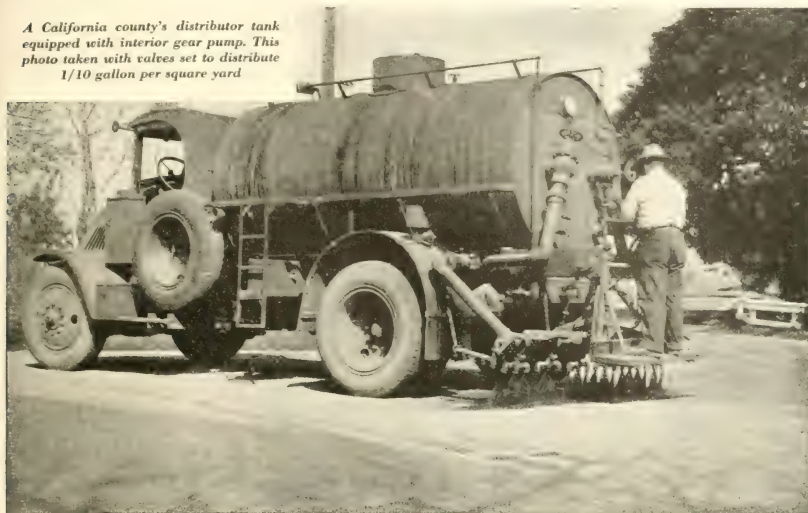
L. N. Turrentine has been appointed city attorney of National City, Calif., filling the vacancy caused by the resignation of **Ray M. Harris**.

Fred R. Howe, former mayor, now postmaster at Santa Cruz and president of the Santa Cruz Chamber of Commerce, has been elected to the Board of Directors of the California State Automobile Association.

Howe is a leading merchant of Santa Cruz and has been active in civic affairs of the seaside city for many years. He is a former mayor of Santa Cruz and also served the city as a councilman and as commissioner of public health and safety. He is a member of the advisory board of the Santa Cruz branch of the Bank of Italy and is vice-president of the Santa Cruz Seaside Company.

Medford, Oregon.—**Gus Samuels**, former city treasurer, has again been appointed city treasurer by the city council, to fill the vacancy caused by the resignation of **H. J. Berrian**. **Miss Gladys Murphy**, graduate of the Ashland State normal school, has been appointed as supervisor of public playgrounds for the summer season.

A California county's distributor tank equipped with interior gear pump. This photo taken with valves set to distribute 1/10 gallon per square yard



Every road engineer should know about Colas

SHELL Colas is a superior cold asphalt road emulsion that permeates thoroughly throughout any aggregate, setting quickly and binding it tightly into a non-skid, traffic-proof, waterproof unit.

This economical labor-saving emulsion is ideal for new construction or maintenance. Resistant to heat, cold and adverse climatic conditions, Colas solves the problem of economical good roads. Shell technical men are at your service. No obligation.

SHELL COLAS



If you mention Pacific Municipalities it will help

MUNICIPAL BRIEFS

PASADENA PARKS

Petitions signed by more than two thousand persons requesting Eaton Canyon be made a natural park and a sanctuary for wild game and plant life have been presented to the Board of City Directors. Among reasons why Eaton Canyon would be ideal as a natural park, according to the petition, are its beauty, accessibility, all-day exposure to the sun, thereby making it abundant in plant and animal life and also because such a park would be of great value to students and teachers of natural and physical sciences.

OAKLAND'S POST OFFICE

Oakland's new \$2,000,000 post office will have a landing roof for airplanes according to word received in Oakland this week from Congressman Albert E. Carter.

"While the landing field may not actually be constructed at the time the building is built, sfill provisions will be made for it so that it may be installed when the conditions require," Congressman Carter said.

SOUTHERN CALIFORNIA ZONING ADVISORY COMMITTEE

The Zoning Advisory Committee of Southern California was formed at a meeting held in Los Angeles. Permanent organization was effected as follows: Chairman, Charles M. Conant, of Los Angeles, chairman of the City and County Planning and Zoning Committee of the California Real Estate Association; secretary, A. E. Williamson, Zoning Engineer for Los Angeles County; treasurer, George L. Schmutz, of Los Angeles, vice-chairman of the Appraisals Committee of the California Real Estate Association; Claude H. McFadden, Deputy County Counsel; F. G. Martin, of Altadena, member zoning committee Altadena Citizens' Association, member Pasadena Realty Board.

The purpose of this committee is: "To serve the incorporated cities of Southern California, upon request, as a disinterested source of accurate information on zoning, without charge or profit; to bring about the eventual standardization of nomenclature, symbols and designations

upon published zoning maps; to uphold the principles of zoning from every standpoint."

A bill has been introduced in Congress which would give relief to those states which have been having difficulties in taxing national banks, due to the Macallen Decision. This bill proposes that a tax may be levied by the state upon national bank shares measured by the year's increase in net worth plus dividends. It also would provide for the alternative of taxing the intangible assets of the national banks, provided the rate is not higher than the rate which is applicable to other financial corporations, or mercantile, manufacturing and other business corporations.

NEED OF PLANNING

The need for prompt attention to planning needs in Los Angeles County has often been predicated upon the estimates of an extremely rapid increase in population during the last decade. That these estimates have not been exaggerated is now definitely proven for the first time in the official announcements of the 1930 census, and the question now before those responsible for the development of the 55 communities in the county is "How can we make quality keep pace with numerical growth during the next decade?"

POPULATION STATISTICS

Los Angeles County, California, leads all the states of the Union in the number of cities of more than 10,000 people to show increases since 1920 of more than 100 per cent. Of the fifteen California cities of that description so far reported, ten are in Los Angeles County. These ten are Alhambra with a 1930 population of 29,551, and a percentage increase of 225 per cent; Beverly Hills, 17,428 population and 2,485.5 per cent increase; Burbank, 16,429, and 464 per cent; Compton, 12,291 and 732 per cent; Glendale, 62,607 and 363 per cent; Huntington Park, 24,575 and 444 per cent; Inglewood, 19,605 and 496 per cent; Long Beach, 141,390 and 154 per cent; Los Angeles (city), 1,231,830,

and 113.59 per cent; Santa Monica, 36,993 and 142 per cent. The county likewise leads the country, as so far reported, in the total number of towns of all sizes to report greater than 100 per cent increase—eighteen in all. In addition to those enumerated above, these are Avalon, 1,900 population and 224 per cent increase; Culver City, 5,591 and 1,011 per cent; El Monte, 3,454, and 169 per cent; El Segundo, 3,496 and 123 per cent; Hermosa Beach, 4,733 and 103 per cent; Manhattan Beach, 1,831 and 113 per cent; San Gabriel, 7,221 and 173 per cent; San Marino, 3,719 and 537 per cent.

PORTLAND LIBRARY EXCELS

The position the Portland Public Library occupies in the city probably cannot be duplicated in any other city in the country, in the opinion of Miss Marguerite L. Gates, head of the lending department of the Newark, N. J., public library.

It is plainly a component part of the life of the community, both of individuals and of organized groups," declared Miss Gates, who has been making an intensive study of the Portland library management under Miss Anne M. Mulheron, head librarian.

Miss Gates pointed out that a library in every school, 17 branches distributed over the city and country, a book wagon filling in the gaps not covered by these agencies, and special services given to industrial plants, hospitals, fire stations and even to bridge operators, makes the Portland library service especially complete.

The voters of Ventura rejected a \$90,000 bond issue to purchase the Big Sisters' Hospital and remodel it into a city hall.

The city of Alhambra rejected a \$45,000 park bond issue and approved a \$40,000 bond issue for a new fire station.

The operation of the Pasadena city schools, including a \$500,000 expenditure for new buildings, will cost \$3,952,601 during the school year 1930-1931.

You'll Save Money Two Ways

If you pave with Asphaltic Concrete



THE laying cost of asphaltic-concrete pavements is somewhat *less* than other types.

Their *greatest economy*, however, lies in the fact that they *last longer*.

Many asphaltic concrete pavements are still giving satisfactory service *fifteen years* after the original jobs were laid.

These two facts are important to taxpayers. But there are other reasons also why engineers are recommending asphaltic concrete for the country's finest pavements.

1. Asphaltic concrete pavements don't sag or crack due to undermining by water because the "sealing" properties of the asphalt prevent moisture from reaching the subgrade.

2. They automatically absorb expansion and contraction so don't buckle up.

3. They effectively resist the wear of heavy traffic.

4. They can be opened to traffic soon after laying.

5. They are easily replaced after being cut into for water mains, gas mains, etc.

6. They are noiseless, dustless, and easily cleaned.

7. They are easily and quickly resurfaced.

In Southern California alone over 40,000,000 square feet of Asphaltic Concrete Pavement were laid in 1929—testimony to the increasing popularity of this better type of pavement.

Communicate with the nearest UNION OIL Company distributing station for prices and further information.

UNION
"D" Grade
Asphalt



UNION OIL COMPANY

The advertiser will be pleased if you mention Pacific Municipalities

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

PUBLISHER URGES TREE PLANTING ON HIGHWAYS

Alfred E. Harrell, publisher of the *Bakersfield Californian*, when he gave a talk recently at the Delano Woman's Club, spoke of the planting of trees on the highway between Delano and Bakersfield, says the *Delano Record*.

Mr. Harrell has been an ardent exponent of beautifying the highways of Kern County, and he has spent some time on the tree proposition.

He had recently talked with Bert Meek of the State Highway Department, and where the highway has been widened to 90 feet trees will be planted. The state will select the variety of tree, but they will be paid for by the community through which the road passes. The first year the state will care for the trees for a flat sum of \$2.25 per tree. There is a 10-mile stretch now ready for planting.

Speaking of the financial aspects of the tree planting, Mr. Harrell stated it would cost about \$2,400, and that he had decided to make himself a committee of one to raise the money.

"If every man, woman and child will help, there will be no difficulty in raising funds, and by March of 1931 we can have an historic Arbor Day at Delano. The trees can be continued down the highway, and finally connect with Bakersfield."

DENVER MUNICIPAL GOLF

The city and county of Denver has three municipal golf courses, each characteristically different. In City Park there is a fine 18-hole golf course where, as you play, you have uninterrupted view of the panorama of mountain sky-line. In Berkeley Park, North Denver, a new golf course brings you still closer to the mountains and introduces you to

FOURTH ANNUAL ZONING REPORT

The Zoning Section of the Regional Planning Commission of Los Angeles County has on hand a few copies of its Fourth Annual Report, a detailed summary of the zoning activities of the commission for the year 1929. Readers who would like to have a copy of this 19-page printed report should make known their desires to the zoning engineer, Mr. A. E. Williamson, care of the Regional Planning Commission, Hall of Records, Los Angeles.

another of Denver's celebrated city parks. And what golfer would want to miss the thrill of a good game on the Municipal Mountain Parks golf course at Evergreen? This course has certain hazards that have won for it a national reputation.

REDWOOD CITY COMPLETES FIRST YEAR UNDER CITY MANAGERSHIP

Marking the completion of Redwood City's first year under the city-manager form of government, Councilman Paul A. McCarthy at a recent meeting of the city Board of Trustees read a review of the year's progress.

His message was incorporated in the minutes of the meeting on the motion of Councilman Elmore B. Hinman.

McCarthy's review noted the increased efficiency of the various city departments and the permanent improvements to the extent of \$20,000 made out of current revenue. It was pointed out that although the 1930-31 budget has not yet been completed the tax rate will probably be somewhat less than that of last year. High praise for the work of City Manager E. A. Rolison was given by McCarthy.

PALOS VERDES SWIMMING CLUB

The Palos Verdes Project has completed the new Swimming Club and presented it to the Homes Association, and on June 1 it was opened to residents and members. It is about twenty feet above sea level at the foot of the bluff below the Malaga Cove School playground. A path with easy grade winds down to the pool on the north, and on the south the bath



VIEW, PORT OF SAN DIEGO



Concrete-paved Tillman Avenue, San Jose, California

These broad, smooth streets eliminate congestion

The more important the street, the more necessary that it be smoothly, safely paved with portland cement concrete. This assures free movement of traffic at all times of the day or night. Built-in traffic lane markers—a feature of concrete pavements—permanently zone the street and safeguard the movement of vehicles. Upkeep costs are negligible.

PORTLAND CEMENT

Concrete for permanence

Association

UNION BANK BLDG. 785 MARKET STREET
LOS ANGELES SAN FRANCISCO

house is connected with the park at the top of the bluff by concrete steps.

The main pool is 45x105 feet, nine feet six inches deep at the further end from the bath house, where both a high and low spring board have been placed. Filtered, sterilized sea water will be used, warmed if necessary, pumped from the ocean electrically. Small children are provided for with a semi-circular wading pool, 18 to 24 inches deep, adjoining. In the bath house, the men's and women's dressing rooms have lockers and showers, and on the floor above is a lounge room with a fireplace and windows overlooking the pool.

Mr. Grant Leenhouts, who was for two years with the Surf and Sand Club at Hermosa Beach as manager of their pool and life guard captain at Redondo Beach for four years, will be in charge and will give swimming lessons.

PALMS TO ADORN SOUTHERN ROAD

The following is from the San Bernardino Sun:

Beautification of the Ocean-to-Ocean highway between Redlands and the Santa Ana River bridge, east of Colton and south of San Bernardino, will be started immediately. This announcement came recently from J. E. Stanton, district maintenance engineer for the State Highway Commission.

Four hundred Washington palms are to be brought from the Coachella Valley to line the Redlands-San Bernardino link of the transcontinental motor highway, said Mr. Stanton. The palms, already potted at Indio, and made ready for transplanting, range from two to five years of age.

CALIFORNIA STATE TRAFFIC OFFICER SCHOOL

California's highway patrolmen are learning to do their jobs better by going to school.

Operated under a new section of the Motor Vehicle Act requiring its establishment, the first of a series of training schools for the officers was opened at the State Fair grounds in Sacramento recently.

Approximately forty inspectors and captains from all parts of the state were chosen for the initial period of three weeks. A second group of fifty was drawn immediately after the officers attending the first school had returned to their regular duties.



Photo by Californians, Inc.

SAN FRANCISCO'S BEAUTIFUL CITY HALL

An Unusual View

Both schools were preliminary in character and will be a sort of prelude to the regular schools to be established for a three months' period to train patrolmen. Quarters of the United States Air Corps at Mather Field, near Sacramento, will be used for the final school periods. permission to use them having been obtained from the War Department by General James J. Borree, head of the Bureau of Schools and Education of the California Highway Patrol, who is in complete charge of the schools.

EAST BAYSHORE-RICHMOND HIGHWAY

Actual work on the East Bay-Shore Richmond to San Jose superhighway has been started. Arrival of survey engineers on the ground to make studies of routing was announced today by C. H. Purcell, State Highway Engineer, to the

California State Chamber of Commerce.

The starting of the actual work culminates a two-year fight of the civic leaders of the East Bay shore and members of the Central Coast Highway Committee of the State Chamber of Commerce. The work necessitated the bringing together in agreement the supervisors of the three counties involved with the state highway officials. Following the completion of the survey a joint highway district will be formed for the actual construction of the road.

BEVERLY HILLS

As a model for the city ideal Beverly Hills is well worth studying. In Beverly Hills are no ragged ends, no lunatic fringes, no unsightly patchwork, nothing bare or blatant. When it plans new thoroughfares it includes parkways and shade trees

Strap Service Clamps

*for every weather
and pressure hazard*

No matter what the weather or pressure conditions for gas or water services are, there is a Mueller Service Clamp to meet the exact need.

These clamps are malleable iron galvanized and are made on single and double pattern. Clamp curvatures are extremely accurate to assure a close fit to the curve of the pipe.

The boss on every Mueller Service Clamp is amply heavy to permit full depth of thread, which is tapped to template, thus assuring a good, sound joint. All patterns of clamps are furnished with Mueller Patented Lead Ring Gaskets, which fit into a groove on the inner curve of the clamp. All gaskets are molded with ears which are turned up over the edge of the clamps to hold gaskets in the proper position while the clamp is being placed on the main. No leaks possible because gaskets are cast integral.

For ordinary conditions the Single Strap Service Clamp is sufficient, but for severe climates, high pressure or large services, we advise the Double Strap.

Write for details and prices.

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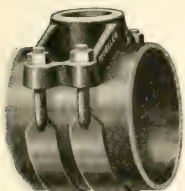
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G 10450
Tapped Iron Pipe Thread



Lead Ring Gasket



G 10515
*Tapped Corporation Stop
Thread*



Lead Ring Gasket

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as a first requisite. It recognizes that man should assist, not antagonize, nature in devising a dwelling place for the human family. So it does not approve of cutting down trees that have taken forty years to mature to accommodate cement pavements which will be torn up again in five or six months.—Editorial, *Los Angeles Times*.

CITY PLANNING IN DENVER

One of Denver's most vital undertakings of recent years has been the formation of a City Planning Commission appointed by Mayor Stapleton, and the projection of a definite city plan.

While city planning in Denver is some twenty years old, it was not until four years ago that means were found to give definite expression on paper to the thoughts of city visualizers.

At the present time three primary elements of Denver's plan have been completed: Major streets; parks and boulevards; and recreation facilities.

In this plan the playground features have already attracted national attention. The Playground and Recreation Association of America has recently distributed 300 Denver playground maps to cities all over America. This plan was drawn for Denver by S. R. DeBoer.

Another feature in which Denver excels is in its zoning ordinance, which is held up as a model for the country and its administration under Fred Ameter has received nationwide commendation.

It is especially fortunate that the planning movement in Denver will receive an added stimulus in having the National Conference on City Planning among summer guests. First emphasis at this conference will be placed on Denver's accomplishments in the planning field.

ON TOP OF THE WORLD!

With the President's signature on the appropriation and actual work commenced on the development of the Colorado River, the whole Southwest, and particularly Southern California and Los Angeles, enter a period of new confidence and new development.

Los Angeles and Southern California, through this tremendous project, are assured of ample water and cheap power for all time.

This will mean large industrial expansion, particularly in the basic industries.

Relieving as it does our richest agricultural section from the menace of floods, it will bring hundreds of thousands of new agricultural acres into production, and assures practically for all time a continuation of our great agricultural development.

The construction of the great breakwater across the front of Los Angeles-Long Beach harbor is now an assured fact. This means a new era of development in foreign trade.

It means ample space for new facilities, docks, warehouses and all those elements upon which foreign trade is built.

It means that the United States Fleet will continue to base at our harbor.

It means, in fact, that nothing now stands in the way of this section securing its ultimate development in world trade.

The authorization of our water bonds makes doubly sure that we will be amply supplied until the Colorado River reaches its full development. It is proof again of the spirit of our people.

Our hopes and expectations were amply confirmed by the Federal census of population, indicating that the growth for all of Southern California was equal to 112 per cent for the past decade.

These facts have again concentrated the interest of the entire nation on this section. We have amply proven our case. Our population increase has surpassed that of any other section of the country.

We are sitting on the top of the world, facing our greatest opportunities and our greatest development. Will we have the courage and the foresight to make the utmost of this opportunity? I believe we will. Pessimism never won a battle.

JOHN C. AUSTIN,

President Los Angeles
Chamber of Commerce.

Speakers will deal with the Denver Civic Center, the Denver Mountain Parks and the Zoning Ordinance.

The conference meets June 23 to

26, meetings will be held at the Brown Palace Hotel and at the city auditorium. Denver residents and guests are urged to attend.

ADMINISTRATIVE CENTER—LOS ANGELES

The other day we were a guest of the Elinor Joy Toll Association, at a luncheon in Plaza de Los Angeles to hear Werner Rucht tell what the completed Los Angeles Civic Center is to be and we came away with a vivid mental picture of an area which will be both serviceable and symbolic, both beautiful and useful, linking the city of the past with the city of the present, bringing state, Federal and civic activities into closer harmony—and even greatly aiding the traffic problem.—Lee Shippey, in "Lee Side of Los Angeles," *Los Angeles Times*.



CITY HALL
Carson City, Nevada



LONG LIVED PAVEMENTS



Asphaltic concrete 1½ in. thick over old macadam, laid by Hollywood Paving Company in Fremont Place, a residential show-place of Los Angeles. The illustrations show two views of the completed work.

Asphaltic concrete has proven its dependability for Boulevards and Highways. It provides an economical, resilient, non-skid, dustless surface that withstands the punishment of heavy traffic.

Gilmore Roadamite asphalts are manufactured solely for road construction and are especially refined for this use.

GILMORE OIL CO.
2423 E. 28th St., Los Angeles

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ASPHALT



The advertiser will be pleased if you mention Pacific Municipalities

RECENT COURT DECISIONS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

PACIFIC COAST

Street Opening.—On May 29, 1930, in the case of Gray, et al., v. The City of Los Angeles, et al., the Supreme Court of California handed down a decision holding that the validity of proceedings under the street opening act of 1903 is not affected by reason of the fact that certain citizens put up a bond guaranteeing the payment of the incidental expenses. (288 Pac. 673.)

Attorney's Fee in Foreclosing Street Assessment.—On May 16, 1930, in the case of Sammon v. Wing et al., the District Court of Appeal of California handed down a decision holding that in a suit to recover a delinquent street assessment there must be a personal demand upon the owner or agent of the property in order to justify recovery of attorney's fees. (288 Pac. 711.)

Land for Street Purposes—Restrictions.—On May 7, 1930, in the case of Wills v. City of Los Angeles, et al., the Supreme Court of California handed down a decision holding that in a deed conveying land to the city for street purposes, a clause in said deed which prohibited the use of said land for street railroad purposes was void, leaving the grant unrestricted.

In this case the plaintiff had granted a strip of land to the city for a street, but stipulated that the same should not be used for street railroad purposes. The court based its decision voiding the restriction largely on a former decision in the case of Finch v. Riverside, etc., 87 Cal. 697, wherein the court said, "The dedication of a street to public use authorizes any ordinary use for street purposes; and the use of a street in a city or town for the tracks of a street car company is in this class." (287 Pac. 962.)

Installment Purchasing.—On April 25, 1930, in the case of California Pac. T. & T. Co. v. Boyle, the Supreme Court of California handed down a decision holding that a city with a purpose of acquiring a large tract of land, the total cost of which would exceed the ordinary annual income and revenue of the city, could annually purchase the land in

small parcels without violating Art. XI, Sec. 18 of the constitution, holding that the wisdom of entering into such a contract was within the discretion of the municipality and not reviewable by the court. (287 Pac. 968.)

Special Policemen, Liability for Acts of.—On May 5, 1930, in the case of Maggi v. Pompa, the District Court of Appeal of California handed down a decision holding that a person who has a special police officer appointed by the public authorities and pays the compensation of the special police officer, is not responsible for the officer's acts while carrying out his official duties.

In this case the special policeman was appointed by the police commissioners of San Francisco under the charter of that city. While patrolling his beat as such special officer he attempted to make an arrest. Meeting with resistance he fired a shot which accidentally struck the plaintiff, an innocent bystander. The court held that the verdict of a jury awarding \$15,000 to the plaintiff was unwarranted, wherefore the judgment was reversed. (287 Pac. 982.)

Billboard Regulation.—On February 6, 1930, in the case of People v. Norton et al., the appellate department of the superior court of Los Angeles County handed down a decision holding that a city ordinance prohibiting billboards more than ten feet in area in residential districts was a valid exercise of the police power.

Among other things the appellants contended that the billboard in question was erected on their private property, advertising their personal business, but the court held that the ordinance was a valid exercise of the police power notwithstanding. (288 Pac. 36.)

Distribution of Handbills.—On February 28, 1930, in the case of People v. St. John, the appellate department of the superior court of Los Angeles County handed down a decision holding that a city ordinance prohibiting the distribution of advertising matter was not unconstitutional as against a party distributing commercial advertising pursuant to the request of house-

holders and that it constituted a valid exercise of the police power. The defendant in this case was charged with a violation of the ordinance because of the fact that he was throwing upon private porches in said city a notice of commercial advertising, to-wit: the "Down Town Shopping News." (288 Cal. 53.)

Eminent Domain Proceedings.—On May 7, 1930, in the case of Zobein Co. v. City of Los Angeles, et al., the supreme court of California handed down a decision sustaining the validity of certain condemnation proceedings under the street opening act where the property was described in separate parcels in the complaint, whereas it was described in mass in the summons. The complaint and summons was served together and the court held that under section 1245 of the code of civil procedure the parties sued were required to refer to the complaint for a description of the parcels to be taken. (288 Pac. 68.)

Airport.—On May 27, 1930, in the case of City of Spokane v. Williams, et al., the supreme court of Washington handed down a decision holding that the City of Spokane, under the statutes of the state of Washington, was authorized to go outside its territorial limits to condemn property for a municipal airport. (288 Pac. 258.)

Consolidation—Liability.—On May 14, 1930, in the case of People ex rel v. Barnes City, (the district court of appeal of California held that a city by taking over another city as part of its territory through consolidation proceedings became subject to the perils of pending litigation against the latter city. (288 Pac. 442.)

Public Utility Funds.—On May 6, 1929, in the case of Woodward v. Reid Co., et al., the supreme court of Oklahoma handed down a decision holding that "the governing body of a municipality may appropriate profits derived from a municipally owned utility either to the general fund or to the sinking fund as that body may determine to be for the best interest of the municipality." (288 Pac. 458.)

OTHER DECISIONS OF INTEREST TO MUNICIPALITIES

Right to Vote.—Statute limiting right to vote, upon question of issuing public bonds, to taxpayer situated within bond issuing district held unconstitutional as denying right to vote (Laws 1929, c. 281; Const. art. 2, § 2, and art. 4, §§ 1, 1a).—*Id.* Loe v. Britting, 287 P. 74.

Trees on Sidewalk.—Ala. Where tree on sidewalk in front of plaintiff's residence was cut by city when engaged in public work, plaintiff could recover damages for injury to his property to extent of just compensation therefor (Const. 1901, § 235).—Municipality may cut trees in exercise of police power without making compensation. *City of Mobile v. McClure*, 127 So. 832.

Public Way Across Sidewalk.—Idaho. Access to public way across sidewalk subject to right of reasonable regulation is vested right of which lot owner cannot be deprived without just compensation.—*Continental Oil Co. v. City of Twin Falls*, 286 P. 353, followed in Independent School Dist. No. 1 of Twin Falls

County v. Continental Oil Co., 286 P. 360.

Taxation of Hydro-Electric Power.—U. S. Ct. Cl. State law taxing manufacture and sale of hydro-electric power held invalid as applied to sale of surplus power from plant operated by government in connection with dam (Laws Ala. 1927, p. 141, § 2-D; National Defense Act, § 124 [50 USCA § 79]).—*State of Alabama v. U. S.*, 38 F. (2d) 897.

Ordinances, Validity of.—Idaho. Ordinance is always presumed to be valid.—*Continental Oil Co. v. City of Twin Falls*, 286 P. 353, followed in Independent School Dist. No. 1 of Twin Falls County v. Continental Oil Co., 286 P. 360.

Tex. Civ. App. Ordinance will be held valid if there is any doubt as to its reasonableness.—*Miks v. Leath*, 26 S. W. (2d) 726.

Airports, Governmental Function.—Construction, operation, and maintenance of airport by municipality held performance of act in corporate capacity, and not governmental function.—*City of Mobile v. Lartigue*, 127 So. 257.

Colored Races, Discrimination.—Ky. Park commissioners could assign portions of parks for exclusive use in part of negroes, and do likewise as to white people, and enforce regulation (Ky. St. § 2848).—*Warley v. Board of Park Com'rs*, 26 S.W. (2d) 554, 233 Ky. 688.

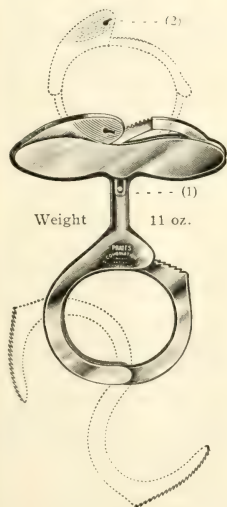
Powers of City.—Idaho. Powers of municipal corporation may be inferred from powers expressly granted.—*Continental Oil Co. v. City of Twin Falls*, 286 P. 353, followed in Independent School Dist. No. 1 of Twin Falls County v. Continental Oil Co., 286 P. 360.

Zoning.—Pa. Zoning of corner lot in 70-acre residential tract abutting on chief artery of travel as purely residential, while opposite side was given over to business purposes, held unreasonable.—*Taylor v. Hav-erford Tp.*, 149 A. 639, 299 Pa. 402.

Property Owners' Interest in Street.—N. Y. Sup. Streets in front of property are subject to private easement in favor of abutting and adjoining property owners.—*Soro-sis Bldg. Corporation v. Prolay Realty Corporation*, 241 N.Y.S. 288.

ESSENTIAL EQUIPMENT!

Endorsed by Leading Peace Officers



The PRATT Combination Handcuff (as shown by illustration) is a radical departure from any known type of handcuff, as it has no chain or link to connect the cuffs, the cuffs being connected by a solid member. The lower cuff or COME-ALONG is of the rotary ratchet type and will overcome resistance without injury. A small latch (Fig. 1), which is concealed by the officer's hand when in use, operates the locking device and releases the COME-ALONG without the use of a key.

The upper cuff folds into the handle of the COME-ALONG. When the upper cuff is raised from the handle and locked (see dotted outline) the lower cuff is automatically double-locked and neither cuff can be opened except by a quarter turn upward of the key in pick-proof lock in upper cuff (Fig. 2). If prisoner resists after having first or lower cuff on one wrist, a slight twist of the COME-ALONG will make him quite willing to place his other wrist in the upper cuff. This can be done without letting go of the handle or losing control of the prisoner.

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MUNICIPAL ASSOCIATIONS

NORTHERN CALIFORNIA CLERKS, AUDITORS, ASSESSORS AND TREASURERS

Berkeley, June 21, 1930

By B. L. HAYS, Secretary

President J. J. Lynch opened the meeting promptly on schedule. After a roll call of cities we were given a hearty welcome to Berkeley by acting City Manager Earl J. Sinclair, at which time he stated that cars were available for all the visiting ladies who wished to view the city during the business session. Mr. Sinclair also spoke on the progressive work being done by the League of Municipalities, stating that the Clerks', Auditors', Assessors' and Treasurers' Association was the most outstanding section of the League.

Mr. Hugh Jennings of Schwabacher-Frey Co. spoke on metal furniture for office use, emphasizing the filing case and was followed by Miss Orits of the same company, who gave a very instructive talking and demonstration on "Filing and Finding."

Mr. S. Woodbridge spoke to the Assessors on "Equipment, Particularly of an Assessor's office," and Mr. E. N. Clintman addressed the Auditors on "Budget Control."

Mr. Homer Dallas spoke on "The Acquisition and Improvement Act of 1925," giving us some very valuable information along this line. He stated that the act was very broad in regard to making the assessments and that the city is held liable for work done under this Act. The open discussion on this talk brought out several questions which finally got Mr. Locke to his feet, who answered the inquiries put to him concerning the Act.

At this time the meeting adjourned to look over the display of office equipment to reconvene at Hotel Whitecotton where a wonderful menu had been prepared representing practically all sections of our organization, our congenial friend, Frank Merritt, acting as toastmaster during the luncheon.

At the conclusion of the luncheon, short talks were made by Hollis R. Thompson, newly appointed city manager, Mayor Caldecott, Councilwoman Hoyt, Judge Young of Berkeley, J. O. Ford of Richmond, Sam Evans of Santa Cruz, and several others, including Geo. Allen, editor of Pacific Municipalities, who emphasized the benefits to be derived from our association and stated that we were showing great interest and much good work for one of our age.

Mr. Ferguson, clerk of Turlock, told us of the wonderful time we were to enjoy in his city at our next meeting on August 16.

The business meeting adjourned at 1:30 when the young and active members under direction of Charles Davis, superintendent of Recreation Department, drove to Live Oak Park, where several games were played, including a very good baseball game, president vs. secretary.

Before adjournment, a vote of thanks was given to the City of Berkeley officials, especially Mr. Harold Hock, chairman of

the entertainment committee, for their part in making the meeting a success.

List of members present were as follows:

Berkeley

Harold L. Hock, Assessor; Olive Youngs, Judge; E. J. Sinclair, City Attorney; Thos. E. Caldecott, Mayor; Flor-

LOS ANGELES CIVIL SERVICE EMPLOYEES' PROTECTIVE LEAGUE Affiliated (City Employees) Associations

Important Meeting, Please be on Hand

The Civil Service Employees' Protective League will hold their next meeting in Room No. 214 of the Los Angeles City Hall on Wednesday evening, July 23, 1930. Many important matters will be taken up, all City Employees will be affected by proposed Charter Amendments.

The Legislative Committee has submitted to the Civil Service Commission and the Los Angeles City Council suggestions for certain Charter Amendments which will affect all city employees. Chairman Owen will give a report. Be on hand to hear it.

The Finance Committee is contemplating putting on a theatre party for the purpose of raising funds for the coming campaign to educate the voters in regard to the proposed Charter Amendments. Chairman Crowder will give his report on this subject.

Frank H. Jones, Chairman of the Research Committee, will have an interesting report to make, information which he has gathered since the last meeting.

Many other subjects will be discussed and acted on.

Matter of mileage allowed to City Employees.

Captain Bean Case.

An opinion: "When an employee is on sick leave, with part pay, will he lose any part of his vacation?"

Visitors welcome to attend meeting.

ence Turner, City Clerk; Dorothy Wentz, City Clerk; Pauline Young, Tax Collector; Martha Thieme, City Clerk; E. R. Abogast, City Clerk; Chris. Engebretsen, Street Department; Carrie S. Hoyt, Council; James W. Hole (guest), Recreation Department; Hollis R. Thompson, Managing Director, Chamber of Commerce.

Alameda

E. N. Clintman, Deputy City Auditor; Mrs. E. N. Clintman; W. E. Varcoe, City Clerk; Homer Dallas, City Treasurer.

Albany

H. W. Brewer, City Clerk; Freda M. Brown, City Treasurer.

Corte Madera

Harry E. Gardiner, City Clerk.

Hayward

M. B. Templeton, City Clerk; J. E. Welch, Deputy Assessor.

Larkspur

Mary I. Courtright, City Clerk.

Lodi

J. F. Blakely, City Clerk; Mrs. J. F. Blakely.

Mountain View

B. L. Hays, City Clerk.

Oakland

C. K. Wallace, Deputy Clerk; H. Williams, City Auditor; Frank C. Merritt, City Clerk.

Pleasanton

C. Letham, City Clerk.

Redwood City

B. E. Meyers, City Treasurer; Mrs. B. E. Meyers.

Richmond

Marie A. Whiteside, City Auditor; Miss Smith, City Deputy Treasurer; J. O. Ford, Assessor.

Roseville

Frank R. Chilton, City Clerk.

San Francisco

William J. Locke, League of California Municipalities; Geo. H. Allen, Pacific Municipalities.

San Rafael

Eugene W. Smith, City Assessor; George Murray, City Treasurer.

Santa Cruz

S. A. Evans, City Treasurer.

Santa Rosa

McBride Smith, City Treasurer; John Hawkes, City Assessor; Ney L. Donovan, City Clerk.

Stockton

S. Woodbridge, Deputy Auditor and Assessor.

St. Helena

E. R. Palmer, City Clerk.

Sunnyvale

Ida Trubschneck, City Clerk.

Turlock

A. P. Ferguson, City Clerk.

LEAGUE OF MUNICIPALITIES OF SAN DIEGO COUNTY

By CHARLES F. RICHARDSON, Secretary

The San Diego County League of Municipalities met in regular meeting in the City of Chula Vista. Dinner was served in The Woman's Club house at 6:30 Friday, July 11.

On the roll being called forty-eight representatives responded from eight cities.

The Secretary reported that communications had been received from a number of cities enclosing their Tax Ord-

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Special Supervision and Service Makes
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End Right*

nance, in reply to his own request and at the request of the Secretary of the State League of Municipalities. These were referred to the Legislative Committee, which on motion was enlarged to four members. This, in view of securing, if possible, a tax ordinance more uniformly adapted to sixth class cities.

Delegates were appointed to the American Shore and Beach Preservation Association Convention, meeting in Long Beach July 15 to 19.

Major T. C. McCauley gave an enlightening and impressive address on

"The Proposed Dirigible Base for the Pacific Coast."

Mr. Fred Ingram, President of the Ingram Institute, gave an address on "Unemployment."

On motion, the sum of \$25 was appropriated towards the State County Parks and Beaches Association of San Diego County.

The Secretary was instructed to secure appropriate badges for the members.

The city of San Diego will entertain the next meeting on Friday, August 8.

MAYORS' CONFERENCE OF CENTRAL CALIFORNIA

The Mayors' Conference of Central California held its regular meeting at Santa Rosa, Saturday, June 28, being called to order by President C. H. Christensen at 2 p. m. Roll call showed more than sixty present.

Following reading of reports of Secretary and special committees, Mayor James Rolph, Jr., of San Francisco, was introduced as the chief speaker of the day and he gave a very interesting and valuable discourse on the many problems that confront the cities of California. Accompanying Mayor Rolph was Charles J. Brennan, Chief Engineer of the San Francisco Fire Department, who also was given a tremendous hand by those present.

Bouquet for Rolph

At the conclusion of his talk, San Francisco's chief executive was presented with a beautiful bouquet on behalf of the city of Santa Rosa by City Attorney

Wallace L. Ware, who mentioned the love and affection all Santa Rosans held for their former resident and present neighbor, Mayor James Rolph, Jr.

At the conclusion of the afternoon session the visitors were ushered into automobiles and under the direction of Captain Elmer Bennett of the Santa Rosa traffic department visited many places of interest in and about the host city. Municipal projects viewed included new bridges, recent examples of fine paving, municipal swimming pool, excellent school buildings, and other city structures.

During the trip the visitors were guests of Prince Kanaye Nagasawa for a period at his magnificent estate, one of the show places of Santa Rosa. The residence of the prince, with its wonderful art treasures, was thrown open and his hospitality thoroughly enjoyed. Throughout the trip Captain Bennett was at every-



CAPTAIN ELMER BENNETT
Santa Rosa Police Department

ones' disposal and was untiring in his efforts to make the party enjoyable in every respect.

Evening Session

At the evening session Senator Herbert Slater was speaker of the evening, taking as his topic, "Pending Constitutional Amendments," following which a general

discussion occurred on the subject of the relationship of the state and municipalities respecting the financing of state highways in municipalities. At the conclusion of this discussion the following resolution was adopted:

Resolution

WHEREAS, the citizens of the cities of this state pay more than 50 per cent of the gasoline tax, and

WHEREAS, no sums are paid to the cities except such as are allowed by Boards of Supervisors; now, therefore, be it

RESOLVED, that the Mayors' Conference, representing more than fifty cities, hereby emphatically asserts the equitable right of the cities to share in the distribution of the gas tax, and that it be the policy and purpose of this Conference to support all proper measures to secure direct payment to the cities of the state of a proper, proportionate amount of the gas taxes collected from their citizens.

Adopted at the Mayors' Conference of Central California at a meeting held at Santa Rosa on June 28, 1930.

Attendance Register

The following cities were represented by the official named:

Antioch—Mayor James D. Donlon.
Berkeley—Assessor Harold L. Hock.
Burlingame—Mayor C. A. Buck.
Cloverdale—Mayor C. E. Humbert.
Healdsburg—Mayor Charles T. Byington.

King City—Mayor W. C. Beasley, City Attorney J. P. Mendl.

Lakeport—Mayor George R. Trumball, Councilman P. H. Millberry.

Larkspur—Mayor E. W. Wilson.

Martinez—Mayor R. E. Claes, Councilman J. S. Connolly, George J. Winkelman, City Attorney A. H. Bray.

Menlo Park—Mayor W. H. Weeden.

Napa—Mayor W. F. Alexander, Councilman A. M. Butler, Chief of Police A. F. Herritt.

Palo Alto—Mayor C. H. Christensen, Assistant City Attorney Leon F. David.

Petaluma—Mayor W. J. Farrell.

Pittsburg—Mayor Hugh H. Donovan, City Manager George T. Oliver.

Richmond—Mayor A. L. Paulson.

San Francisco—Mayor James Rolph, Jr., George H. Allen, editor, Pacific Municipalities.

San Leandro—Mayor J. W. deCous.
San Rafael—Mayor Wm. S. Nock.
Santa Clara—Mayor Max Kohner.

IN THE CENTER OF THINGS



HOTEL LANKERSHIM
BROADWAY AT SEVENTH
400 NEW ROOMS
W. W. Whitcotton, Owner
Frank Wishon, Manager
LOS ANGELES

Santa Cruz—Mayor Fred W. Swannott represented by S. A. Evans, City Clerk.

Santa Rosa—Mayor George R. Caden, City Manager Charles O. Dunbar, Councilman James P. Overton, City Attorney Wallace L. Ware, and several others.

Watsonville—Mayor C. H. Baker.
Woodland—City Attorney J. H. Lauenhour.

The wives of many of the officials accompanied them.

PLUMBING INSPECTORS' ASSOCIATION OF CALIFORNIA

By STEPHEN I. SMOOT, Secretary

The Plumbing Inspectors' Association of California, Southern Division, held their regular monthly meeting in the Los Angeles City Hall on June 21, 1930, with Vice-President O. L. Casiday presiding.

Minutes of previous meeting were read and approved by the association.

There was a great deal of discussion on a questionnaire which was sent out by Secretary for the purpose of gathering information on gas heaters.

Plumbing Inspector George Grimshaw of Berkeley was elected director by the Northern Division Executive Committee. He was recommended by Vice-President Hilliker.

Names Submitted

The following names were submitted to the Association for approval to Advisory Membership, which was unanimously accepted:

A. R. McGonegal, Plumbing Inspector of Washington, D. C., and president of the American Society of Sanitary Engineering.

James H. McDermitt, president of the California Sanitarians Association and District Sanitary Inspector of Alhambra.

The Association went on record in favor of holding the annual meeting of the entire Association in the city of Fresno. This meeting place was suggested by the Northern Division, at their last meeting. The annual meeting will be held in December at which time there will be an election of officers.

Moved and Seconded

It was moved and seconded that our Association join the California Sanitarians Association. R. M. Clapp was selected as our delegate to represent us at their meetings. The Secretary was instructed to fill out application and pay fee of one dollar.

The Association decided to meet in the Plumbing Division, Room 296, of the City Hall, in the future.

A. C. Shaver, Research Engineer, and C. W. Hinds, Plumbing Inspector of Santa Monica, presented an exhibit of sewer pipe which had roots on the inside and through the bituminous poured joint. This caused much comment and there will be further discussion at the next meeting on this subject.

There being no further business the meeting adjourned until July 19 in Room 296 of the Los Angeles City Hall.

Northern Division

Will hold their meeting in the city of San Jose, Saturday, July 19, 1930. Plumbing Inspector Fred N. Johnson of San Jose will be in charge.

Southern Division

Will hold their regular monthly meeting in the Los Angeles City Hall on Saturday, July 19, 1930, Room 296, Plumbing Division Rooms, second floor.

Visitors welcome to these meetings.

A proposal to pave four miles of street in the Sepulveda Boulevard-Parthenia Street Improvement District in Sepulveda has been abandoned following a protest from taxpayers.

The Alhambra city school system estimates that it will cost \$1,300,100 to operate the school system for the coming year. This is approximately \$206,000 less than last year.

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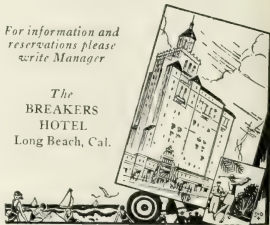
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SECRETARY'S PAGE

(Continued from Page 237)

remembered that at the last convention of the League Hon. William J. Carr of the Railroad Commission delivered an address before the city officials wherein he advised the formation of either a utility department of the League or a special organization to look after the interests of the municipalities in proceedings before the commission.

In the course of his address he said: "I have not only watched the process of regulation from the inside as a member of the commission, but I have seen its workings as a representative of large groups of cities in major rate cases, and I have long felt that the cities should profit by the experience of the Farm Bureau Federation and perfect an organization to look after their interests in the various matters coming before the Railroad Commission. Such an organization, I am sure, would yield returns such as no other expenditures made by the cities now produce."

Following the address of Senator Carr it was moved by Milton Bryan, Executive Assistant City Attorney of Los Angeles, that the president of the League be authorized to appoint a committee for working out Commissioner Carr's suggestion and

developing a plan for aiding the cities and supporting the Railroad Commission in the work of regulation of public utilities.

President Whitnall has given a great deal of consideration and study to this matter with a full realization of its importance and the care and responsibility involved. Just prior to his departure on a good-will speaking tour of the Pacific Coast he concluded with his selection of the officials to serve on that committee, giving due consideration to geographical representation and existing municipal organizations. The committee is as follows:

Milton Bryan, Executive Assistant City Attorney of Los Angeles, chairman; John J. O'Toole, City Attorney of San Francisco; Preston Higgins, City Attorney of Oakland; C. H. S. Bidwell, Mayor of Sacramento; Jerome D. Peters, City Attorney of Chico; A. E. Stockburger, City Manager of Alhambra; R. A. Catlin, Mayor of Kingsburg and president of the League of Municipalities of the South San Joaquin Valley; Commodore A. B. Fry, Councilman of Coronado, and Wm. J. Locke, secretary-manager of the League of California Municipalities, who has been requested to serve as secretary of the committee.

S. P. WINS CASE

The Southern Pacific Railroad Company recently won a case in the California State Supreme Court involving the interpretation of the California Tax Bill of 1921. By the terms of the court's decision any railroad company's interurban earnings can be assessed only at 5 1/4 per cent as against the 7 per cent tax which is levied on the gross earnings of railroads.

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

Service Bureau

Requests for advice or assistance on matters pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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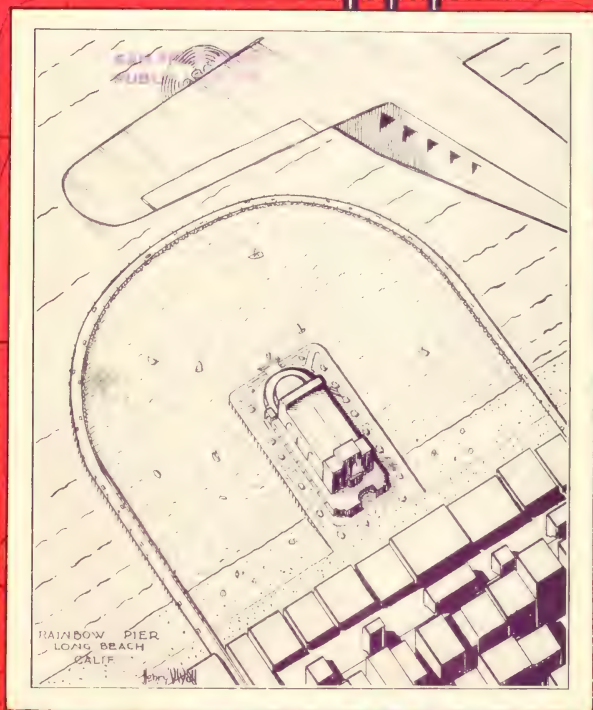
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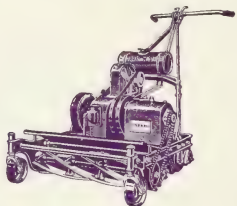
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PACIFIC MUNICIPALITIES

Vol. XLIV
No. 8

AUGUST
1930





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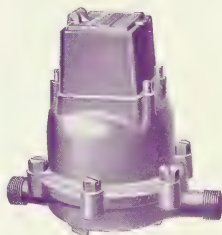
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League of California Municipalities—League of Oregon Cities

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No. 8

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Secretary's Page,

by Wm. J. Locke Secretary-Manager

OUR PRESIDENT'S TRIP

Important Results from Tour

PRESIDENT Whitnall's Good-Will Speaking Tour of the Pacific Coast will undoubtedly have the effect of arousing more interest in the League and bringing about a better appreciation of the importance of municipal government. Mr. Whitnall is intensely interested in municipal government as well as city planning and zoning, and the tour was made entirely at his own expense and on his own time. Commencing on July 1 at Bakersfield and concluding on July 31 at Santa Barbara he spoke every day except the 4th of July and Sundays, taking in nearly all the principal cities as far north as Vancouver.

He has rendered a great service to the League and his devotion to the cause of better municipal government will long be remembered.

Meetings of the Directors

A meeting of the board of directors of the League was held Thursday evening, July 29, 1930, at the Elks Club, San Francisco, with the following members in attendance: H. S. Gierlich of Monrovia, representing the engineers and street superintendents; Reeve Conover, Pacific Grove, representing the city planners; Dr. Oscar Hauge of Long Beach, representing the mayors and councilmen, and Earl J. Sinclair of Berkeley, representing the city attorneys. President Whitnall, Secretary-Manager Locke and Messrs. Allen and Bothwell of "Pacific Municipalities," the official organ of the League, were also in attendance.

The meeting was devoted almost exclusively to a discussion of matters relating to the program for the approaching Long Beach convention. In this connection it was agreed that only two subjects should be

taken up at each afternoon session in order to enable full and complete discussion. The secretary-manager was directed to send out ballots at once as required by the constitution in order to secure expressions of opinion as to what subjects at this time are of greatest interest and importance.

The board of directors will hold another meeting at the City Club at Los Angeles Friday evening, August 29, for the purpose of arranging more complete details of the program.

Public Utility Staff

The committee on organization of a public utility staff for aiding the cities and helping the railroad commission in rate cases will hold a meeting in the office of the City Attorney of Los Angeles, Friday morning, August 29, 1930, commencing at 9 o'clock a. m., to discuss plans for perfecting organization and getting under way with the work. A full attendance is expected.

New Municipal Problems

New inventions and new ideas bring about new methods; new methods bring new conditions, and

new conditions bring new problems.

The automobile, for instance, brought a new method of transportation, and forthwith came our traffic problems; city planning brought new ideas in housing, and immediately followed the zoning problem with all its attendant grief.

Now then, as if these things were not enough to strain the municipal legislative mind almost beyond the point of endurance, along comes the airplane and the radio with all their attendant problems seeking regulation.

Perhaps the latest innovation to bring about a demand for further legislation is the miniature golf course, which seems to have sprung up almost over night. To what extent public peace, morals and general welfare may be affected or jeopardized by the miniature golf course is not yet clear, but it is certain they will not be permitted to operate in residence districts or keep open all hours of the night; moreover some license tax either for revenue or regulation is likely to be exacted of them.

Surely, we are living in a fast age.

QUESTIONS AND ANSWERS

OFFICERS INTERESTED IN CONTRACTS

Question: A member of our city planning commission is also a member of the board of library trustees, serving in both offices without compensation. Is he entitled to sell merchandise to the city or must he resign from said offices?

Answer: Under a strict interpretation of section 886 of the municipal corporation act he could not lawfully sell merchandise to the city while retaining said offices.

PAY FOR COUNCILMEN

Question: The members of our city council do not receive any pay, but at the last election it was voted

that they should be paid \$10.00 per meeting, but not to exceed \$20.00 per month. At this same election there were two new councilmen elected. Now then are the three hold-over councilmen entitled to the compensation voted by the people?

Answer: The three hold-over councilmen cannot legally be paid during the remainder of their terms because of the court's interpretation of article XI, section 9 of the constitution, which says: "The compensation of any city, county, town or municipal officer shall not be increased after his election or during his term of office," etc. There is no denying the fact that this provision of the constitution operates as an injustice to the three hold-over councilmen.

(Turn to Page 326)



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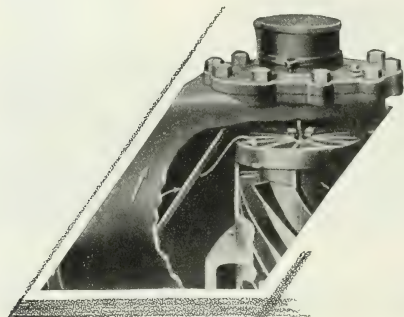
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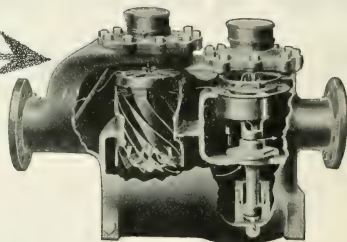
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ASA E. FICKLING
Mayor
LONG BEACH, CALIF.



STANLEY MOFFATT
City Judge
SOUTH GATE, CALIF.



E. M. HILTON
U. S. Dept. Interior
YOSEMITE, CALIF.



DR. JOHN M. PFEIFFER
U. of S. C.
LOS ANGELES, CALIF.



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Commissioner of Public Works
SAN FRANCISCO, CALIF.



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Traffic is not kept off your thoroughfares when Non-Skid Asphaltic Concrete is laid. Almost as soon as rolled—in twenty-four hours—sometimes in four or six—the entire streets are open to traffic—your paving job's done.

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Maintenance has been very small—says Phoenix—yet since 1921 three miles of Asphaltic Concrete, just outside the city, have carried Arizona's heaviest traffic—5000 cars a day—more than ten per cent of them trucks! And sixty-five other Western communities report the same sort of service from Asphaltic Concrete highways—that have outlived their bond issues—that cost no more to build than other hard-surface pavements—usually a little less.

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PASADENA, CALIF.,

POLICE DEPARTMENT

LEADS

By R. B. DENTON

*With Less Than 100 Men
Chief Charles H. Kelly
Has Achieved National
Recognition*

WITH less than one hundred officers making up its entire personnel the Pasadena Police Department is one of the most efficient in the United States, and has gained a national reputation for its successful operation.

The Pasadena Police Department is headed by Chief Charles H. Kelly, who worked up from the ranks of police work to the head of the Department ten years ago.

One of the most noticeable features of the department is the "family" spirit that exists between the men and the Chief and between the men themselves. It is this spirit which has made it possible for this comparatively small department to function so efficiently.

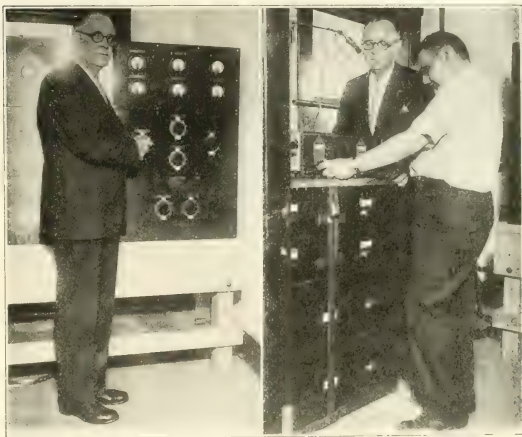
A short time ago Chief Kelly succeeded in securing a radio short wave broadcasting set for use on

police automobiles. The new station is in operation and four cars have been equipped with short wave receiving sets. Chief Kelly said that he hoped to have all the police cars in the department radio-equipped within the next few months. Although the station is only sending on 50 watts at the present time Chief Kelly is working on plans to use the entire 400 watt capacity of the station. Under his plans the Pasadena Department will broadcast to many surrounding cities and towns which will further

add to the efficiency of the new system of apprehending criminals.

The new radio broadcasting system to patrol cars will prove particularly advantageous in the recovery of stolen automobiles. Of the 215 automobiles stolen in Pasadena during the past twelve months 185 were recovered, with the officers recovering 67 additional cars which were stolen outside of Pasadena.

The bureau of identification which is headed by Captain C. J. Grisbach under the supervision of Chief Kelly is one of the most



PASADENA POLICE RADIO CONTROL.

Left, Chief Charles H. Kelly at radio controls in central office, sending call to his men in the field. Right, Chief Kelly and Capt. D. R. Hamilton operating receiving set.

complete and efficient of any in the United States. The department has an up-to-date finger-print and photographic bureau whose classifications are sent to every identification bureau in the country with a similar classification index maintained from other bureaus throughout the United States and foreign countries. Through the efficiency of the identification bureau 689 criminals were arrested in Pasadena and the arrest of 1739 who had committed crimes in Pasadena were made possible in other sections. There are 119,474 photographs of criminals on file in

in Pasadena, he organized the prison camp more than five years ago. The camp was organized for the rehabilitation of prisoners and has proven extremely successful since its inception.

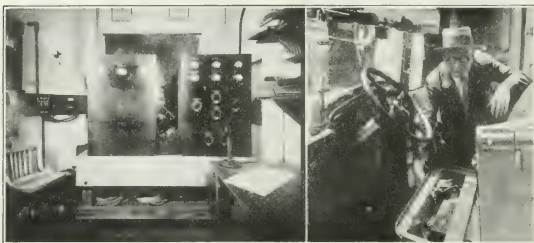
The camp is maintained on a strictly "honor system." There are no guards with the prisoners who are sent to the camp which is located in the Arroyo. A cottage was built for the prisoners in the heart of the park and the men do their own cooking and housekeeping. There are from fifteen to twenty-five men in the camp at all times

been in operation there have been but a few escapes and in some instances the prisoners have repented and returned to the camp to complete their sentences.

CHIEF



CHARLES H. KELLY



Left, radio control room, Central Station. Right, automobile portable radio set located under seat of car.

the bureau now. Through the complete system of identification that is maintained by Chief Kelley many criminals were arrested and brought to trial for other law enforcement agencies that would not have otherwise been possible.

During the past 12 months the Pasadena force has made a total of 11,484 arrests and of the 668 major crimes, such as murder, robbery, burglarly and grand theft, 591 of the cases were cleared up and arrests made. There was but one murder and the criminal was captured a few hours after the commission of the crime. But twelve persons were killed by automobiles during the past twelve months, which at the present time of the ever increasing number of automobiles, is a remarkable record in view of the fact that an average of more than two persons per day are killed in traffic accidents throughout Los Angeles county.

Through the coöperation and organization of the several departments under Chief Kelley there were but 23 robberies committed during the entire 12 months and but eleven cases of grand theft.

Aside from the efficiency with which Chief Kelley has kept the commission of crime to a minimum

who, aside from maintaining their "home," care for the park. During the five years that the camp has

In spite of the fact that Pasadena is the home of many millionaires and prominent persons, the commission of major crimes has been at a minimum under Chief Kelley's regime, and the outstanding successful operation of the department has been attributed to the fairness of the Chief and his constant effort to eliminate crime before it is committed, through the efficiency that has been built up through every section of the police department.

CALIFORNIA STATE CHAMBER SEEKS SOLUTION FOR GRADE CROSSING SITUATION

To determine what policies should be followed by the California state Chamber of Commerce in connection with grade crossings, A. Emory Wishon, chairman statewide highway committee, has appointed Carl Wheat, of San Francisco, as chairman of a subcommittee which will make an analysis of this problem, and submit recommendations as to what plan should be supported in order to bring about a material decrease in the number of accidents at grade crossings.

In addition to Wheat, who has served as attorney for the Railroad Commission and is now associated with the law firm of McCutcheon, Olney, Mannon & Green, the personnel of the subcommittee includes J. G. Hunter, transportation engineer California Railroad Com-

mission, San Francisco; C. H. Purcell, state highway engineer California Highway Commission, Sacramento; J. J. Deuel, manager law and utilities department California Farm Bureau federation, San Francisco; Stanley Abel, secretary California Supervisors' Association, Taft; Gordon Whitnall, president League of Municipalities, Los Angeles; Mrs. D. E. F. Easton, representing California women's clubs, San Francisco; Dr. W. F. Durand, professor mechanical engineering, Stanford University; Harry M. Adams, president Western Pacific Railroad company, San Francisco; W. K. Etter, general manager Atchison, Topeka and Santa Fe Railway Company, Los Angeles; J. H. Dyer, vice-president Southern Pacific Company, San Francisco.

"MUSIC IN THE AIR"

SAN FRANCISCO

Playground Department Activities Encourage Juvenile Artists

By MARIE V. FOSTER

Supervisor of Music, San Francisco Playground Commission



RECOGNIZING the inherent love of music that exists in almost everyone, and seeking to furnish avenues of self-expression through music, the Playground Commission created this department the latter part of February, 1928. From no organization at all we have grown to include 25 definitely formed groups, meeting weekly under trained supervision. There were, during the year, 14,580 people taking part in some form of musical activity.

Recreation Through Music

Our aim has been to afford the best recreation through music and to provide activities for leisure time that are decidedly worthwhile. At the same time, we endeavor to raise the standards of self-expression by presenting the best music in the most attractive manner.

The instrument that is common to us all is, of course, the voice, and it is with that medium that our most extensive work has been done. Sixteen children's choruses have been formed and instruction has been given in singing under a director, with attention to details such as correct breathing, attack, enuncia-

tion, posture and other simple rules. All the time we have tried to use only worthwhile material and our music has not only been recreational, but educational as well.

Adult Glee Clubs

The adult glee clubs have, in most instances, been doing more advanced work. There has been one group of Italian boys who have met regularly, a quartet of Chinese sisters and three organized glee clubs of business girls. The supervisor has been able to arrange free vocal lessons for some of these groups and at least six members have availed themselves of this opportunity. The quartet of Chinese girls have become very much in demand and are now doing professional work.

Toy Symphony Popular

One of the most popular forms of music activity is the toy symphony, or rhythm band. Our band is composed of two drums, one xylophone, eleven bells, eight triangles, three tamborines, three cymbals, four bird whistles, five sand blocks and a piano accompaniment. Charts are

used which show the beat on which each instrument is to be played. In the winter time class attendance is fairly regular, and the children learn to play from memory. The music used is "El Capitan" by Sousa, "Le Secret" by Gautier, "Star-Spangled Banner," "Minuet" by Beethoven, and other such numbers. The children thus learn rhythm and at the same time learn good music.

During the Winter

During the winter five playgrounds had toy symphony as a part of their regular program, meeting once a week with an average attendance of twenty-five on each playground. The children attended class instruction regularly and were able to perfect several numbers to play at various entertainments. Some of these were the Food Show in the Civic Auditorium, a program at the Emporium Auditorium, a Laguna Honda Home program, numerous individual playground programs, and on the Playground Music Week program at the High School of Commerce Auditorium, a picked band of forty players gave three numbers most creditably.

Summer Program Varied

This summer the program has been varied by placing the toy symphony on five new playgrounds. The response has been splendid, and the average attendance has grown to thirty-five.

There are both boys and girls in the orchestra and the ages range from five years to twelve years. On one playground the attendance is so large that there are not instruments enough to go around, and the children take turns playing. Discipline never enters into the program, for everyone is having such a good time they have no time for anything else. Plans are being made for this coming year whereby more playgrounds may be accommodated, thus enabling us to have a picked band of at least one hundred pieces.

Harmonica Band Popular

Another popular group is the harmonica band. Our department has organized four of these during the year. In a recent city-wide harmonica contest two of our boys ranked among the first in a large group of contestants.

There has been one playground orchestra organized by the department. This group has not only played for their own informal parties, but played all the music at their May Fete this year.

Supervisor of Music

The Supervisor of Music has worked closely with the Supervisor of Educational Dramatics, and together they have given two large city-wide productions, the Annual Fall Festival at the Civic Auditorium and the first Annual May Music Week program. Aside from

this, the Music Department has furnished incidental numbers for many programs, given there operettas, and selected music for various dances and pageants.

Many new groups are in the process of organization for the new year and it is the aim of this department to reach as many as possible, and, as Dr. Eliot says, to give every child a "chance to the greatest joy in life—the art of music."

PALOS VERDES DEDICATES LIBRARY

A representative group of delegates from the convention of the American Library Association, headed by President Andrew Keogh, who is librarian of Yale University, came down to Palos Verdes on June 27 to join in the dedication of the new Public Library and Art Gallery. A simple and informal ceremony was held in the main reading room. Charles H. Cheney, secretary of the trustees, presided and introduced as speakers, besides Mr. Keogh, Miss Julia Babcock of the Kern County Library, president of the State Library Association; Miss Helen Vogleson, Los Angeles County Librarian, and Milton J. Ferguson, State Librarian.



Toy symphony band in uniform on Father Crowley Playground

COST STATISTICS FOR CITIES

By PROFESSOR WILLIAM HENLEY

School of Public Administration, University of Southern California

PROGRESSIVE increases in the per capita tax burden which have occasioned growing concern in practically all cities of our commonwealth during the last decade unmistakably point to growing public insistence upon more efficient administration of public service functions, as well as stricter accountability for the expenditure of community funds.

Early Stages of Trade

In the early stages of trade and of commerce, scientific accounting principles, as now practiced in the modern business office, were unknown. The criteria of commercial success or failure, as obtained from pioneering accounting records, consisted of an excess or deficiency of cash receipts in relation to disbursements. Other unrecorded factors affecting business results were not considered. Purposes of expenditures, also, were not subjected to accounting analyses with the result that disbursements for capital outlay, except in cases of large items, were intermingled with operating expense. Asset and liability intangibles, affecting nearly every general ledger account, remained unrecorded, and consideration thereof was neglected in periodic computation of operating results.

Lack of Evaluation

It is surprising that the lack of orderly evaluation of such factors did not cause greater business mortality than past economic history records. However, it is probable that the impartial neglect of intangibles on both sides of the ledger produced a providential equilibrium of compensatory accounting omissions which perpetuated business solvency except in activities encompassing extraordinary operating factors.

Commercial cost finding during the same period of development was similarly incomplete and inaccurate. Cost of manufacturing processes were assembled independently of the general accounting system, and were purely memoranda in character. While such process costs lacked increments later deemed necessary to attainment of accuracy, costs of finished product, thus obtained, were at least indispensable in establishing sales prices. Intermediate process or functional costs, also, while uniformly defective, provided practical indices of internal management.

Under Modern Procedure

Under modern commercial accounting procedure, all elements of income, and of capital and operating outlay are considered analyzed and evaluated. Inclusion of all of such items, conventionally treated, in the operating statement and balance sheet, leaves no uncertainties concerning actual profit or true financial condition as at a given closing period. Modern cost accounting, employing the same treatment of expense both recorded and accrued, and coordinated with the general accounting records, presents dependable bases for scientific study of all factors involved in production and marketing.

As so called accrual accounting systems have developed a universally accepted technique in the treatment of administrative problems pertaining to depreciation, amortization, etc., there has been a coincidental development of internal cost statistics coordinated with the system of general accounts. Through the media of such analytical accounts, labor, material, burden and other expense factors have been grouped and exclusively allocated to specific operations.

These cost segregations in combination with uniform units of performance have developed standards of operating efficiency or unit costs. Through study of such cost statistics, the science of internal management, applied to labor and material control, has developed. Decreased cost of goods produced and sold, with corresponding increase in operating surpluses have followed the use of cost accounts as the foundation of intelligent business administration.

In a Broad Survey

In a broad survey of governmental accounting practice, it is at once apparent that there is lacking the same strong incentive to influence adoption of more informative fiscal records by governmental bodies as that which permeates the administration of commercial enterprise. Acceptance of the theory that it is the duty of government to furnish services to the general public without profit cannot be criticized. The cost to citizens as measured in taxes, licenses, franchises, etc., should be no greater than the expense of economically rendering public services. But far too frequently, it is found that governments are impelled to adopt policies which cause progressively increasing tax burdens with an accompanying decrease in the per capita quantity of public service rendered.

Tendency Due to Failure

This unfortunate tendency appears to be due to failure to make application of the motivating principle referred to in tracing progressive improvements in commercial accounting and administrative practice, namely an incentive to ascertain accurate unit costs and to use them as yardsticks to more eco-

nomical management and larger investment returns. It appears that many city governments, either through lack of internal appreciation of the practical value of ascertained costs of functional performance, or through deliberate intent, are perpetrating accounting systems and administrative policies long since discarded by scientific business management.

Lacking Administrative Urge

Municipal accounting practice, lacking the administrative urge for lower operating costs and greater profits, has remained practically unchanged from the early days of commercial cash accounting upon which pattern systems of municipal accounts were originally established.

Some city governments have voluntarily reorganized their accounting methods to conform to accepted professional standards, but the number is small, and the stimulus for far-reaching general reforms, it seems, must emanate from sources outside of, rather than within, municipal government administration.

A majority of American municipalities continue to maintain their accounts on basis of cash receipts and disbursements. At conclusion of the fiscal period, the effectiveness of government, as well as administrative criticism or eulogy, is usually predicated upon whether or not a surplus or deficit has resulted to exclusion of other vastly more informative and accurate indices or efficient administration.

Municipal Accounting

In municipal accounting, conducted on a cash basis, no provision is made for accumulating or accruing elements of expense in the use of which benefits have been received by the municipality but for which payment has not actually been made. It is obvious, therefore, that at conclusion of the fiscal period, the condition of the municipality, based solely upon receipts and expenditures actually experienced, will fail to reflect either the full liabilities or uncollected but potential income of the government.

In employing the cash method of accounting, of necessity, the foundation for accurate internal cost accounting is lacking. This unstable foundation is responsible to a large degree for failure to build up within departments of municipal government an adequate system of cost accounting by functions or activities performed, which may be kept in coordination with the general governmental records.

A further factor tending to retard scientific development of municipal cost statistics has been the legal restrictions imposed upon administrative and fiscal officers with respect to incurring debts and in making payment out of governmental funds. Furthermore, in drafting constitutions, charters, acts, ordinances, legislative resolutions, etc., the practice prevails to deal with actual receipts and disbursements rather than to consider intangible governmental assets and liabilities which may fluctuate widely between date of inception and actual realization.

As a further result of the archaic methods of recording only income and expenditures, annual fiscal reports of governmental operations have lacked the detail necessary to acquaint the general public with work specifications which have been fulfilled through governmental expenditures.

Taxpayer in Ignorance

As a consequence the taxpayer has been in ignorance of the internal operating efficiency of practically all divisions of municipal government. From an internal administrative viewpoint, also, there has been lacking to divisional executives cost statistics upon which to judge the effect of changes in method and dispositions of personnel, instituted to improve the performance of governmental functions, and to reduce the unit cost of the same.

It is not surprising therefore that the mounting tax rate, widely noted during the last decade, should occasion active inquiry on the part of the taxpaying public into the effectiveness of governmental expenditures, and curiosity as to how such expenditures compare with those of other municipalities for similar services.

Impelled by Interest

Impelled by increased public interest, the design of municipal organization has progressed in evolution from the early mayor and aldermanic form to a concentration of greater administrative power under control of the chief executive. Such influence has had the effect of combining hitherto decentralized administrative units under one executive head, and of fixing accountability for operative results. The tendency is also noted to provide for a clearer separation between purely legislative and administrative functions, that has existed in past municipal organizations.

The quickened interest of the electorate in municipal economies

has influenced evolution of municipal government into two types now considered most efficacious, namely, the city manager and strong mayor.

In municipal governments which have been reorganized under either of the two types mentioned, to the extent of making the chief executive solely responsible for governmental administration, establishment of definite measures of accomplishment by which the chief executive may pass accurate judgment on all details of practical governmental supervision have become indispensable to successful management. The initial step usually has been the inauguration of cost accounting in departments occasioning the greatest governmental expenses.

Surveys of Functions

Surveys of the number of large functions or specialized duties of the department, with subordinated activities must be made as the basis of cost system installation in the accounting division. The number of functions and activities will run into the hundreds in many departments of the larger cities. Accounting and statistical personnel, bookkeeping machines, and ledger and report forms must be provided.

Installation of System

Installation of a functional cost accounting system also entails much educational work amongst field forces engaged in performance or maintenance functions. Foremen must be educated to the use of periodic reports; warehouses must be reorganized to operate on an accrual rather than on a cash basis; materials in plant must be charged out to the work, having uniform specifications, and must be reported by foreman in combination with careful evaluation of labor hours and material consumed in specific operations.

Compilation of Reports

In compilation of the reports commented upon, it is important that they be rendered on a daily rather than on a basis of a more extended period for the reason that greater reporting accuracy, as well as more rapid transfer to accounting records, will be insured. It is also desirable that functional costs be assembled independently of the statistical data showing units of work performed. The former may be properly delegated to the cost accounting staff, but the latter should be compiled from the work reports by an executive cost accountant, to be later collated by him with the functional costs to which the work units relate.

As is found true of commercial practice, the value or cost statistics with which to measure governmental performance is immediately apparent. Furnished on a monthly basis, periodic cost reports provide to executives a dependable gauge of results of administrative policies and methods. Through the instrumentality of cost statistics, results of changes in system of work supervision, personnel distribution, disposition and use of materials, as well as other operative factors, may be accurately appraised which otherwise would be unrevealed in absence of the unit cost data referred to. A further advantage in periodic cost statistics lies in the fact that through its disclosures the accountability of subordinate executives, superintendents and foremen may be definitely established for operating results obtained under their supervision.

Benefits of Statistics

The benefits of cost statistics are noted also in broadened utility and more economical use of materials on specific jobs. Foremen of work gangs will be more considerate of both time and material elements under their exclusive direction if periodic reports of the same are required in conjunction with an indication of quantities of work in units of performance. The effect of daily work measurements by foremen likewise will produce a salutary effect on common labor groups and idle time should be appreciably reduced. Comparison of similar cost statistics of various field organizations will reveal to the executive those groups whose costs are below or above the average for the division, thus affording an accurate index of efficient or slack administration or supervision.

As previously observed, one of the most prolific causes of governmental waste, both in labor hours and material, is believed to be the lack of proper internal mechanism for fixing accountability for functional performance. As is well established lax directive control by an administrative head will permeate and inoculate all subordinate elements of the organization if individual or group, division or department measures of performances are not recorded, and are unavailable for use as indices of efficient or unsatisfactory work performance.

Difficult to Devise

It is very difficult, if not impossible, to devise unit cost systems to measure all municipal governmental functions. In technical divisions, factors possessing extreme variability make uniformity of unit measurement impossible or accurate ascertainment. Among such functions may be mentioned engineering design, survey and testing. These activities, while not in themselves susceptible to unit measurement, are nevertheless undertaken for the benefit of specific major functions, and these costs may be spread proportionately as undistributed burden over the functions benefited.

While it is believed that the greatest beneficial value of cost statistics will be realized in promoting more capable administration of departments within municipal government, the utility of cost information is by no means limited to departmental exercise. It is becoming more and more recognized through governmental research that the same principle may be applied in comparing the relative efficiency of entire general municipal governments as operating units. Per capita costs, as

affecting the property tax burden, may through cost statistics be reduced to more searching analyses to determine fundamental causes why costs of government in one city should exceed costs of another city of similar class.

Variables of area, racial distribution, industry, topography, accessibility to materials, assessed valuation, and other major factors of dissimilarity existing between cities of the same population, may be equalized by the use of coefficients carefully designed to compensate for such variables, and to bring similar activities and operations of cities to the same comparable plane within reasonable accurate limits.

Development of a clearing house for determination of governmental administration efficiency will doubtless require reorganizations in practically all cities to conform to a scientifically arranged chart of municipal functions, subordinate functions, and minor activities.

Arrangements Required

Such arrangement will be required for assembly of cost statistics, including administrative burden, in uniform manner by all cities. Public demands for such functional comparison will undoubtedly influence the rapidity with which cities shape their governmental organizations to conform to a generally acceptable design formulated to insure greater executive accountability and lower governmental costs.

Adoption of cost statistics as gauges of departmental efficiency may be expected to increase in direct proportion to the intensity and continuity of public insistence upon more intelligent and responsible service on the part of municipal administrators.

Los Angeles County Starts Three Months' Publicity Campaign

Through the Middle West and East the story of Los Angeles County will be carried in the next three months with special enlightenment on the soundness of investment and the lure of living conditions in this area. There will be distributed 500,000 pieces of literature, giving information to 6,000,000 persons, who will come in personal

or publicity contact with state fairs and other large expositions.

It is believed that such publicity will bring approximately 20,000 new families, or 60,000 new residents, to this locality next year, as nearly as can be estimated from prior results.

This missionary work will be under the direction of Charles P. Bayer, field secretary and manager of the field service department of

the Chamber, who, accompanied by his staff, left for Springfield, Ill., last week, where their 1930 exposition program will be started. The exhibits will be placed and literature distributed at the Illinois, Iowa, Indiana, Kentucky, Minnesota, Nebraska, Oklahoma, Wisconsin and Texas state fairs, the Kansas Free Fair, the Canadian National Exhibition.

FIRE FIGHTERS' GREATEST INVENTION

By JOHN G. STUTZ

Executive Secretary, League of Kansas Municipalities, Lawrence, Kansas

Fire Losses Will Be Cut at Least One-Half by a New Automatic Fire Alarm Service Which Furnishes an Automatic Fire Sentry in Every Room

WHAT property owner has not wished for a silent, unobtrusive fire guard who is omnipresent in his property—in every room, closet, attic, and stairway watching for the first presence of a fire? They all have. Such a fire guard, in the form of an automatic fire alarm system,

has been developed after twenty-five years of hard work by J. M. Johnson and his associates of the U. S. Automatic Fire Alarm Company of Kansas City, Missouri.

The first city to give a franchise for this service is Lawrence, Kansas. The property owners of this

city are the first to enjoy that peculiar feeling of safety for life and property from the fire demon. The small, silent, unobtrusive thermostats are the sentries of the U. S. Automatic Fire Alarm Company service in every room, attic, closet, basement, garage, or in any other place where there is a possibility of fire. When fire breaks out, the thermostat, through an automatically operated electric device, immediately registers at a central station the exact location of the fire in such a building. The fire department, too, has this information within half a minute after the thermostat senses the fire. The company headquarters station door is opened automatically by the same signal that brings the fire alarm to the station, and a company maintained fire service truck equipped with two chemicals responds immediately to every alarm. Every fire fighter will appreciate the value of this additional equipment responding during the first minutes of the fire.

Comfort from Safety

That comfort which comes from the feeling of safety from a surprise fire at night, in the absence of family or employees, or even in their presence, has so taken hold on the citizens and business men of Lawrence who have this service that not one would permit its removal. All are proud of their investments of \$1 yearly rentals. Every one of these Lawrence men and women is gladly paying the salaries of \$1 a year for each of these dependable fire sentries to report promptly and accu-



CENTRAL STATION EQUIPMENT

1. Thermostat—like any good electrical outlet, it is easily adapted to ceiling finishes. 2. Central Station Receiving Board—where each fire or trouble alarm is received by code in four distinct ways—one audible and three visible, including the code printed on tape. 3. Master Register and Time Stamp—automatically receives, records, and dates to the minute, all fire and trouble alarms received and all fire alarms transmitted to the city fire station. 4. Central Office Transmitter—which has four ways to transmit the exact address and floor location of a fire to the city fire station. 5. Master Clock—which automatically sets, every sixty seconds, the date and time on the master register time stamp and a clock at the city fire station.

ately the first presence of fire in any part of the property so protected.

Many of the patented devices used by this company have been approved by the National Board of Fire Underwriters. Others are undergoing this organization's rigid tests. The whole system meets the regulations of the National Board of Fire Underwriters for the installation, maintenance, and use of protective signaling systems. The apparatus may be made to conform to any reasonable regulations of state inspection bureaus, fire marshals' rules, or city ordinances.

Pending Final Reports

Pending the final report of the findings of the Underwriters Laboratories' tests and the publishing of the fire insurance rates by the State Insurance Department to be charged for property protected by the U. S. Automatic Fire Alarm Company's system, the company has had George C. Shaad, Dean of the School of Engineering of the University of Kansas and a nationally known electrical engineer, make thorough examination and tests of the Lawrence installation. The company has also retained Professor M. P. Wienback, of the Department of Electrical Engineering of the University of Missouri, and Professor O. E. Edison of the Department of Electrical Engineering of the University of Nebraska, to



Central Station—U. S. Automatic Fire Alarm Company System

make separately detailed examinations and exhaustive tests of the system and equipment used in the Lawrence installation.

Dean Shaad Tests Equipment

I quote herewith from Dean Shaad's report, filed April 23, 1930, showing some of the tests he made and some of his conclusions. Examples of such tests are as follows:

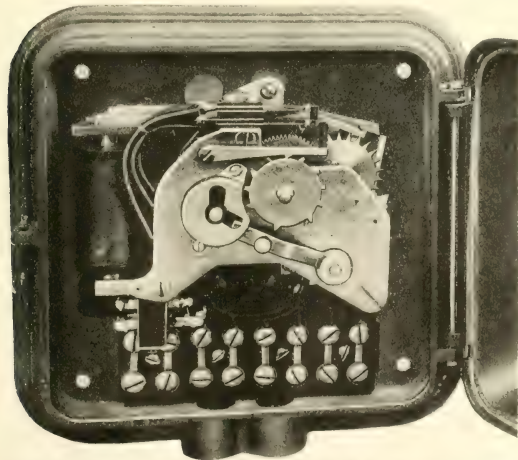
"A transmitter was connected up with a signal line panel and operated as in actual practice for a total of some fifty complete fire alarms with perfect operation.

"A standard panel was connected up with a contact-maker and operated continuously with all equipment in place for a total of over 42,000 operations of all contacts, with no sign of failure at any point.

"Following the above tests, the insulation of the various parts was tested as follows: 110 volt panel equipped, except overload relay, 1500 volts for one minute without failure; 1200 volts is considered standard."

Some Conclusions in Dean Shaad's Report

"The system as here reported appears to the writer to be a reliable automatic fire alarm system with all apparatus carefully designed, constructed, installed, and maintained. It is a completely supervised system in that, outside of the development of a single ground on a line which in no way affects its operation, no abnormal condition can exist without that fact immediately being called to the attention of the operator and correction will be made at once since the nature of the trouble is also indicated. Short circuits or 'crosses' can be located at once, as can the accidental grounds. In the case of an open line the open can be by-passed by grounding switches and the line will operate over one side until the opening is found and repaired.



Electrical Transmitter which transmits from each building floor a coded alarm, giving street address and floor location, to the company's central station when the thermostat senses the first presence of fire.

"All essential signals and operations are in duplicate or in many instances there are several signals or methods of operations to care for any emergency which might arise.

The Automatic Fire Alarm System transmits distinct signals to the central station in case of fire or line troubles, making it possible for every fire to give its own alarm.

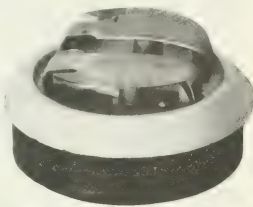
Heat Operates Alarm

The alarm originates when the individual thermostats installed on the ceilings of the buildings so protected are released by heat, melting the fusible contacts. The action of the thermostat in turn releases the transmitter which signals a particular code number, giving the street address and floor location of the fire to the central station where it is recorded before being transmitted to the fire department headquarters.

The system provides for all emergency repairs, continuous maintenance, and station attendance, and has a normally closed electrically supervised circuit protecting the main transmission lines and thermostat circuits and is under constant tests by indicating instruments.

The invention and development of the equipment and systems used in the U. S. Automatic Fire Alarm service are without doubt the greatest in the history of fire fighting. The importance of this new fire-fighting service to the property

owner cannot be overestimated. It is interesting to note that there have been no other important improvements in fire alarm service in the last fifty years. The manually operated fire alarm box system requires that some one must first see the fire and then he must turn in the alarm at a box in the street, which designates only the block in which there is a fire. Most fires are



Thermostat, unobtrusive fire sentry on guard in every room, or 144 sq. ft. ceiling space, which senses the first presence of fire.

beyond control before a human being sees them; hence the great importance of this new automatic fire alarm service which has a sentry in every room, and in large rooms several sentries, in the form of thermostats which signal automatically to the central station the first presence of fire, together with the exact address and floor where the fire is starting. This automatic

service—every fire its own alarm—and the definite signal of location, makes possible the fighting of a large percentage of fires with chemicals before they get beyond control. This will bring about great savings from loss by fire, as well as from loss by water damage to property.

Importance of Saving

The importance of the savings which are made possible by the use of the U. S. Automatic Fire Alarm service may be estimated from the following figures: The property owners of Kansas paid, during the year 1928, \$9,026,803 in fire insurance premiums, of which approximately \$8,182,000 was paid by property owners in incorporated cities. The total reported fire loss for this same year was \$4,254,481. The total assets of the fire insurance companies of the United States for the year 1928 were \$2,943,936,989. Their gross income for the calendar year 1928 was \$1,430,189,462, and the total fire loss reported for the year 1928 was \$554,318,488.

It is conservatively estimated that this U. S. Automatic Fire Alarm service will save at least one-half the loss of fire on the property protected by it. The savings in fire insurance premiums on property protected by this service will not be less than 25 per cent, which is more than enough to pay all the charges for the service.

LOS ANGELES COUNTY EXHIBIT STARTS EAST FOR FAIRS

On an extended tour that will cover all of the principal fairs of the middle west and central states, the new Los Angeles County exhibits built by the exposition department of the Chamber of Commerce, will leave on August 1.

The itinerary of the exhibits is in charge of Charles P. Bayer, field secretary of the Chamber, and C. W. Schoubee, San Fernando Valley representative of the Chamber of Commerce.

Transported in a 70-foot express car the Los Angeles County exhibit will leave for the eastern fair itinerary and will exhibit at the following fairs: Springfield, Indianapolis, Milwaukee, Des Moines, Minneapolis, Topeka, Oklahoma City and Dallas.

PASADENA USES CEMENT JOINT FOR STEEL PIPE

A banded cement joint has been successfully used on 24-inch No. 10 gauge steel pipe laid in Pasadena, Cal. The joints have not given any trouble in the sixteen years that the line has been under operation.

Unlike the practice followed in many cities, a neat cement is not used. The mixture consists of two parts of cement and one part of sand. The department believes that this gives a jointing material that has a little less shrinkage and can be used slightly damper and tamps a little better than the pure neat cement.

Before the cement joint was made, it was necessary to scrape off all the dip from the pipe so that the cement would come in contact with the metal instead of the pipe coating. The only failures with this type of joint has been where an amount of dip has been left in the bell.

There are fourteen National forests in Colorado.

The National forests are: Arapahoe, Cochetopa, Colorado, Grand Mesa, Gunnison, Holy Cross, Montezuma, Pike, Rio Grande, Routt, San Isabel, San Juan, Uncompahgre and White River.

Three fire lookout stations guard the Colorado forests: Twin Sisters, Devil's Head and Squaw Mountain lookouts.

About 160 different kinds of wild animals from chipmunks to bears roam the mountains, forests and plains of Colorado today. (There are many species smaller than the chipmunk.)

Two thousand nine hundred and eighty-nine classified varieties of wild flowers carpet the Colorado plains, foothills and mountains (385 varieties from timberline up and 500 varieties on the plains.)

Monterey Honors Dorton

AT ONE of the greatest gatherings ever witnessed on the Monterey peninsula on August 4 a public testimonial was given to City Manager R. M. Dorton and others whose untiring efforts have finally secured necessary government aid for Monterey's harbor and breakwater project. The rivers and harbors bill, signed by President Hoover last month, carried an appropriation for \$610,000 for this project and signifies the successful termination of a fight continuously waged since 1875.

Terming Dorton as "the general who had led to victory," Allen Griffin, publisher of the Monterey Peninsula Herald, lauded those whose efforts had brought such a happy ending to the struggle. Congressman Arthur M. Free, whose skill in presenting the facts before government engineers has been a great aid to the project, formally presented

LEADER



RANDALL M. DORTON
City Manager, Monterey, Calif.

to Mayor W. G. Hudson for the City of Monterey one of two pens used by President Hoover when he affixed his signature to the bill.

Completion of the project will require from 18 months to two years, and entails the construction of a breakwater approximately 1,300 feet long. Form of construction will be a choice between rubblestone mound and concrete caisson type of sea wall or a combination of the two. In addition it may be necessary to provide for outfall sewers or modification of existing piers, in which case the City of Monterey must provide necessary financing. Dorton expressed a belief that the concrete caisson type would be chosen, as it has no air voids and is better suited to control surge, Monterey bay's worst condition. This is the type at Santa Barbara.

Even with the concrete caisson type, about 200,000 cubic yards of rock will be required, while the concrete feature opens up the bidding to a wider field of contractors.

History of Denver's Beautification

ON February 24, 1920, Mayor Benjamin F. Stapleton appointed forty leading public-spirited citizens on Denver's City Planning Commission, which had been created by a resolution passed by the City Council.

Up to this date the work of Denver's City planning and beautification had been directed by Mayor Stapleton and Manager of Improvements and Parks C. D. Vail, with the able assistance of S. R. De Boer, city landscape architect, who has been connected with this work in Denver since its inception in 1910.

With the creation of the commission, Irving J. McCrary, of McCrary, Culley and Carhart, was added to the city planning staff to cooperate with Mr. De Boer in bringing to completion a definite plan outlining the growth of Denver for the next fifty years.

A study of the downtown district was made by a committee of citizens previous to the formal organization of the commission and most of the ideas of this plan, which was made by Irving McCrary, have been included in the final plan.

After the organization, the consultants worked out plans for the

Who's Who in City Planning

The officers of the Denver Planning Commission are: John S. Flower, president; George R. Day, vice-president; M. C. Anderson, secretary; S. R. De Boer and Irving McCrary, consultants; ex-officio officers being: Mayor Benjamin F. Stapleton, Manager of Parks and Improvements C. D. Vail; A. K. Vickery, Reuben W. Hershey, Fred Ameter and George P. Steele. The executive committee includes: W. N. W. Blayne, Brown Cannon, George Day, L. F. Epich, A. J. Fisher, J. S. Flower, F. B. Hartman, Charles A. Johnson, I. J. Keator, C. M. Lighthburn, David Sturgeon, A. E. Upton and Charles MacAllister Wilcox.

The commission is composed of the following: A. G. Barteldes, Horace W. Bennett, A. A. Blakeley, W. N. W. Blayne, Claude K. Boettcher, Harold O. Bosworth, Richard C. Campbell, H. Brown Cannon, H. D. Cochran, George E. Cranmer, George R. Day, Dr. Edward F. Dean, L. F. Epich, John Evans, A. A. Fisher, John S. Flower, George H. Gallup, Rufus G. Gentry, Ben Grimes, F. B. Hartman, Cass E. Herrington, Harry W. Humphreys, Charles A. Johnson, Edwin S. Kessler, Isaac J. Keator, Samuel E. Kohn, A. D. Lewis, C. M. Lighthburn, Fred E. Mountjoy, E. H. Peterson, E. W. Robinson, Frederick R. Ross, W. G. Schweigert, Burdick Simons, Dave Sturgeon, A. E. Upton, Dr. James J. Warina, and Charles MacAllister Wilcox.

various park districts and the major street plan. The major street plan was published in preliminary form in a report in 1928. With this report went a request for criticisms from the citizens of Denver. A great many suggestions were received, these were worked over, and all that were found practical were embodied in the final Major Street Plan.

Next the recreational study was published in the spring of 1929. It was also sent out to the people of Denver and to out-of-town experts for constructive criticism. The suggestions received, as with the Major Street Plan, were worked over and used wherever practicable.

These reports, together with the studies of park extension, are now being published in a larger report which will be submitted to the mayor and City Council of Denver.

The park plans have been discussed in various districts at many meetings. C. D. Vail, manager of parks and improvements, and Arthur Carhart, at one time secretary of the commission, have spent a great deal of time in explaining these proposed park changes at district meetings.

OPERATION OF CALIFORNIA ACT FOR REGISTRATION OF CIVIL ENGINEERS

By DONALD M. BAKER, *Consulting Engineer*

President, California State Board of Registration for Civil Engineers, and President, Los Angeles Board of City Planning Commissioners

FOR many years engineers in California have discussed the matter of the regulation of their profession through examination and registration, and in 1925 a bill was introduced into the legislature requiring the registration of all professional engineers. This bill passed both Houses but failed to receive the approval of the Governor. In the 1929 legislature a similar bill was introduced and amended in committee to apply solely to civil engineers. This bill passed both Houses and was approved by Governor Young August 14, 1929.

The Act Provides

The Act provides for a Board of three members to be appointed by the governor, and requires that anyone practicing civil engineering in this state, except subordinates to registered engineers, employees of the U. S. Government, and architects when practicing architecture in its different branches, must after August 14, 1930, be registered. In October, 1929, Governor Young appointed the members of the Board, who met and organized themselves as follows:

President, Donald M. Baker, consulting engineer, Los Angeles.

Vice-President, H. J. Brunner, consulting structural engineer, San Francisco.

Secretary, Albert Givan, manager and chief engineer, Sacramento Public Utilities District, Sacramento.

Board Appointed

The Board, upon its organization, appointed P. H. Calahan of Glendale, engineer for the Southern California Branch, Associated General Contractors, as its assistant secretary. The Board maintains offices in connection with the State Department of Professional and Vocational Standards in San Francisco, Sacramento and Los Angeles.

The Act provides that anyone

who has been a resident of the state for a year prior to receipt of his application, who is at least twenty-five years of age, is of good character, and has had six years' experience in civil engineering, one of which has been in responsible charge of engineering work as principal or assistant, may receive a certificate without examination, provided application is made prior to June 30, 1930. Examinations will be required for all applicants after that date.

Purpose of Administering

For the purposes of administering the Act, the Board has adopted the following rule defining civil engineering:

"RULE V—Civil Engineering. For the purposes of the administration of the act the board defines civil engineering as that branch of professional engineering which deals with the economics of, the use and design of, the materials of construction and the determination of their physical qualities; the supervision of the construction of engineering structures; and the investigation of the laws, phenomena, and forces of nature; in connection with fixed works for:

Scope of Work

"Irrigation, drainage, water power, water supply, flood control, inland waterways, harbors, municipal improvements, railroads, highways, tunnels, airports and airways, purification of water, sewerage, refuse disposal, foundations, framed and homogeneous structures, bridges, buildings.

"Furthermore, it includes city and regional planning, valuations and appraisals. Surveying, other than land surveying as defined in the General Laws of California, chapter 247, Statutes of 1907," and has also adopted the following definition of responsible charge of work:

"RULE VII—Responsible Charge of Work. For the purposes of the

administration of the act, responsible charge of work shall be understood to mean the control and direction of the investigation, design and construction of work requiring initiative, skill and independent judgment in meeting unforeseen conditions.

"The board, in passing on this requirement, will carefully weigh the evidence of experience submitted by the applicant.

"When the board is in doubt regarding the above, the practice will be to give the state the benefit of doubt."

The definition of civil engineering is the result of a great deal of study and correspondence with leading engineers and educators throughout the country, and has met with widespread approval.

To Assist Engineers

In order to assist the engineers in the state in making out their applications, the Board has compiled a list of approximately 7,500 names of men who might be interested in registration, and has mailed application blanks and other literature to each of them, and up to May 15, 1930, had received approximately 2,100 applications. At the present rate of receipt and approval of applications, it appears as if there will be between 3,000 and 3,500 certificates issued upon applications received prior to June, 1930.

Movement to Require

This movement to require registration of engineers is one which is rapidly spreading throughout the country. To date twenty-six states have laws regulating the practice of engineering, and each year sees a few more come into the ranks. California is fortunate in having secured the passage and approval by the Governor of its Act at this time, for as more and more states adopt such a law, the incompetent and unfit will gradually be forced into states

having no such regulation. The measure is one of public safety and welfare, and many city building departments are now giving consideration to the amendment of their building ordinances to require that plans may only be taken out by a certified architect or by a registered

civil engineer. This will insure proper plans drawn in a safe manner. The Act allows revocation of certificates for incompetency and fraud.

The Board proposes after June 30, 1930, when certificates may only be issued after examination, to

make a thorough canvass of the state and insist that all civil engineers doing work or holding positions which require registration shall become registered. It is felt that an intelligent administration of the Act will greatly benefit both the profession and the public at large.

Schools Offer Opportunity for Individual Child Health Work

By A. R. CLIFTON

Superintendent of Monrovia Schools

NEXT to the home, the school affords the real opportunity for child health work.

School health, however, must be based on individual diagnosis rather than confined to mass training. First of all it is essential to know who are the individual children needing health care and what is their physical condition.

With these diagnoses and the histories of the physically sub-standard children in a school system down in black and white, there is available a definite record for careful individual study. The Summer Health School through its physical examinations by the child hygiene physician of the county health department furnishes the starting point. Its carefully worked out program of supervised rest, food and posture lays the foundation upon which an effective

individualized school health program can be built.

But it is during the ten-month school year that the opportunity is afforded for the closer study of the child and his individual health needs also. Not all conditions which cause a child to be physically below par can be met in one year. A definite follow-up through several school years often is necessary until proper health habits and physical improvement become firmly established. During this period the history of the child grows year by year with the accumulation of facts and a more and more accurate check can be made of both mental and physical progress. This history also serves as a valuable index for the study of the individual behavior problems of the child and the gauging of amount of school load he is able to carry.

School health can be systematically and efficiently developed once a definite knowledge of the individual needs is available. But too much emphasis cannot be laid on the importance of accurate and individual diagnosis by trained technicians. A teacher cannot be a diagnostician. That field calls for the aid of health organizations and the medical profession. It is in the school, however, that the child can be given the closest health supervision, made possible through regular contact and routine schedule. Child health, therefore, has become recognized as a definite school responsibility, for upon the individual health of the child depends his capacity for study and ability to avail himself of the educational facilities that are offered by the school and paid for by the taxpayers.

NEW POPULATION CENSUS PAMPHLET

The Los Angeles Chamber of Commerce, through its research department, has published a very interesting and comprehensive booklet entitled "The Population Census for 1930," comparing the population of 1920 with the recent census of 1930—the City and County of Los Angeles, Southern California, California, as a whole, Pacific Coast states and the eleven western states.

This information is again broken down among the eleven western states into individual counties and gives the standing of cities of the United States as well as of the world, bringing out the fact that Los Angeles has made tremendous gains during the last decade.

The information contained in this booklet demonstrates conclusively the advantages which California, and particularly Southern California, has as a distributing market.

"AIR TERMINALS"

Aviation's future, it is generally agreed, is as much dependent on the development of ground facilities as on advances in the design of planes and motors. Today there are relatively few airports equipped efficiently to serve the most modern commercial and transport ships, a situation which acts as a definite brake on aviation progress.

A concise, authoritative and attractive summary of airport needs and services is contained in the booklet, "Air Terminals," recently published by the Portland Cement Association. For a number of years this Association has been carefully watching the development of airports. Now, on the basis of experience in the use of concrete and other cement products in airport equipment, "Air Terminals" is offered as a guide to commercial and civic airport operators. Among the subjects discussed are airport design, build-

ings, runways, lighting facilities, drainage, hangar floors and aprons. There is also a section on European experience with concrete airport installations.

"Air Terminals" has been published opportunely at a time in which definite information about airport development is a real need. Copies may be had, without charge, on application to the Portland Cement Association, 33 West Grand Avenue, Chicago.

There are two national parks in Colorado: The Rocky Mountain National Park and the Mesa Verde National Park.

Six thousand miles of fishing streams are among outdoor Colorado's delights.

Two hundred and fifty-four varieties of mineral waters, unrivaled for their curative properties, are to be found in Colorado.

EUREKA CITY PLANNING

Editorial in Eureka (Calif.) Times

IN line with the work of the Planning Commission of the county, which is at work on a "master plan" for the development of the county, improvements which are to be made in the future the City of Eureka also needs the benefit of a planning body to look sufficiently far ahead to devise a general broad plan for dividing the city into zones, laying out the plans for parks, playgrounds, civic center, and other absolutely essential features of a modern city.

Plan Should Be General

It is true the plan should at this stage of the city's growth, be a general one, sufficiently flexible to be changed when required by the exigencies of any particular situation, but the work should be toward a general plan, and stick to it as closely as is consistent with the best interests of the people as a whole.

About two years ago, Dr. Aaron Aronovici was here and outlined suggestive plans for the zoning of this city, but no action was taken at that time. However, it would be the part of wisdom to begin the study of city planning with the view to making Eureka an ideal city, when it has grown as it will grow, to be one of California's important cities.

Eureka's business men, realtors, professional men and officials should attend the Chamber of Commerce forum Monday night and gather what they may from the address of Gordon Whitnall, who is director-manager of the City Planning Commission of Los Angeles, and who is an authority on the subject of city planning.

Already there are several matters of great interest to the people of this city which are pressing for a solution now, or will be soon. Among these are the matters of zoning to control the location of various kinds of business or industrial institutions; the question of lighting and widening the streets over which the Redwood Highway passes; the matter of civic center, and the much needed downtown city park. Playgrounds accessible to the children of the various parts of the city is also a requirement which must be supplied not only for the health and physical welfare of the growing children, but especially to provide a wholesome surrounding for supervised play, and thus save the county and city great cost by preventing a large part of the delinquency, which soon grows into tragedy or crime.

Matters Hard to Provide

All these matters which any large city finds very hard to provide after the city growth and the location of all the business and residence sections have given a high value to the land, Eureka, by a broad minded, sane, yet comprehensive plan laid down now, could avoid the heavy expense of providing all the desirable features. A body of the representative citizens who are interested in the welfare of Eureka and whose contact with business affairs have fitted them for a general understanding of the needs of a city, could, if authorized to formulate a plan, make a survey and propose a "master city plan" for consideration by the council and adoption if they saw fit.

The work of eight research engineers, who travel almost continually and are in touch with the latest developments, offers an excellent opportunity for obtaining up-to-date information for the use of magazines. It was stated by several publishers that regular space would be given to the work of the association, one of the largest highway publications offering to publish as much as two pages monthly in a regular department.

At the luncheon tendered the publishers at the Willard Hotel there was further discussion of the road show and convention to be held in St. Louis January 10 to 16, 1931, and fullest cooperation was offered by the publishers as a matter of mutual interest in developing the largest attendance and making it the most successful exhibition of machinery. Due to the central location of St. Louis and the large programs of construction in cities and states in the adjacent territory an unusually large attendance is anticipated.

BOOK REVIEW

Street Traffic Control by Miller McCintock, Ph. D. McGraw-Hill Book Co., Publishers.

The alarming increase in street accidents and in street congestion during the past few years has rendered the correction of traffic problems one of the most important municipal problems of the present day. Mr. McCintock has written this book for the purpose of assisting those who are trying to solve this problem. In this attempt Mr. McCintock has been very successful. The book contains a very accurate and complete analysis of the causes of the existing traffic difficulties, a comprehensive summary of the experiences of the greater American cities, and a discerning presentation of the conclusions of the foremost practical experts.

Street Traffic Control is the result of a very extensive study of traffic conditions in the municipalities of the United States, by Mr. McCintock together with the counsel of Professors William Bennett Munro and Arthur N. Holcombe of Harvard University. The author is a national authority on his subject serving as director of the Albert Russell Erskine Bureau for Street Traffic Research, University of California, Southern Branch, and of the Metropolitan Street Traffic Survey of the Chicago Association of Commerce.

TECHNICAL PUBLISHERS PROMOTE ROAD PROGRAM EXPANSION

At a meeting of technical magazine publishers called by W. A. Van Duzer, president of the American Road Builders' Association, held in Washington, D. C., on August 2 to consider ways and means of expanding the road and street program, representatives of ten magazines were present and letters were received from most of the sixty other publications invited to par-

ticipate in the meeting assuring the American Road Builders' Association of the fullest cooperation.

During the meeting the work of the A. R. B. A. was explained in detail to the publishers and definite avenues of release were offered by the publishers for the mass of research information they found accumulated in the files of the association and in process of collection.

RICHMOND, CALIF., ENTERS ERA OF VAST INDUSTRIAL EXPANSION

By JOSEPH C. WHITNAH

THE city of Richmond stands on the east side of San Francisco Bay not far from the confluence of the Sacramento and San Joaquin rivers and directly opposite the Golden Gate, through which flows annual tonnage second only to that which enters the port of New York.

Only twenty-five years old, the city presents an imposing spectacle of vigorous growth and possesses a population of 31,000, which is at least double the population of ten years ago.

Richmond's Prosperity

Richmond's prosperity, during the last three years, probably can be traced to the unique system of coöperation by three outstanding forces on a scale which has probably not been tried before by any city on the Pacific Coast. They are:

1. The municipality of Richmond.
2. The Chamber of Commerce.
3. Fred D. Parr.

The municipality brought to the situation certain valuable land sites and official sanction to a development program. The Chamber of Commerce brought the organized business thought of the community. Fred D. Parr, as president of the Parr-Richmond Terminal Corporation, brought private capital and leadership.

Parr Saw Possibilities

It was about three years ago that Parr, who formerly had been active in San Francisco and Oakland, saw in Richmond what he called the greatest possibilities then lying dormant anywhere on the Pacific Coast. He outlined to the city council a comprehensive program of development that embraced both the inner and outer har-



HAPPY EX-MAYORS OF RICHMOND

Ex-Mayor Mrs. Mattie Chandler and Ex-Mayor A. L. Paulsen delighted over news of signing huge construction contract for new Ford plant.

bors. It called for the creation of a new shipping and industrial zone at the latter place. He was given a lease of fifty years on waterfront property which included the existing municipal terminal on the outer harbor and called for the erection of a new terminal on the inner harbor.

The inner harbor work was completed and opened last October, and since then has done a rushing business in all lines of cargo, demonstrating without doubt that the time had arrived for the construction of this new facility.

It was Parr who secured the agreement of the Ford Motor Company to come to Richmond. He negotiated the

deed by which they purchased 170 acres of land adjoining the new inner harbor terminal.

The definite announcement that Ford will come to Richmond with a plant that will assemble 400 cars a day was made on January 1 from the company's Detroit offices.

Also the Filice and Perrelli Cannery Company has acquired a site near by and is now bringing to completion a plant that will represent an investment of \$350,000 and will employ 700 persons the greater part of each year.

Attention often is called to the fact that coöperation in its fullest sense is responsible for Richmond's progress.



PART OF RICHMOND'S VAST INDUSTRIAL DISTRICT

Typical views of Richmond's industrial district, which offers finest rail and water facilities. Many new plants have been added in past few years.

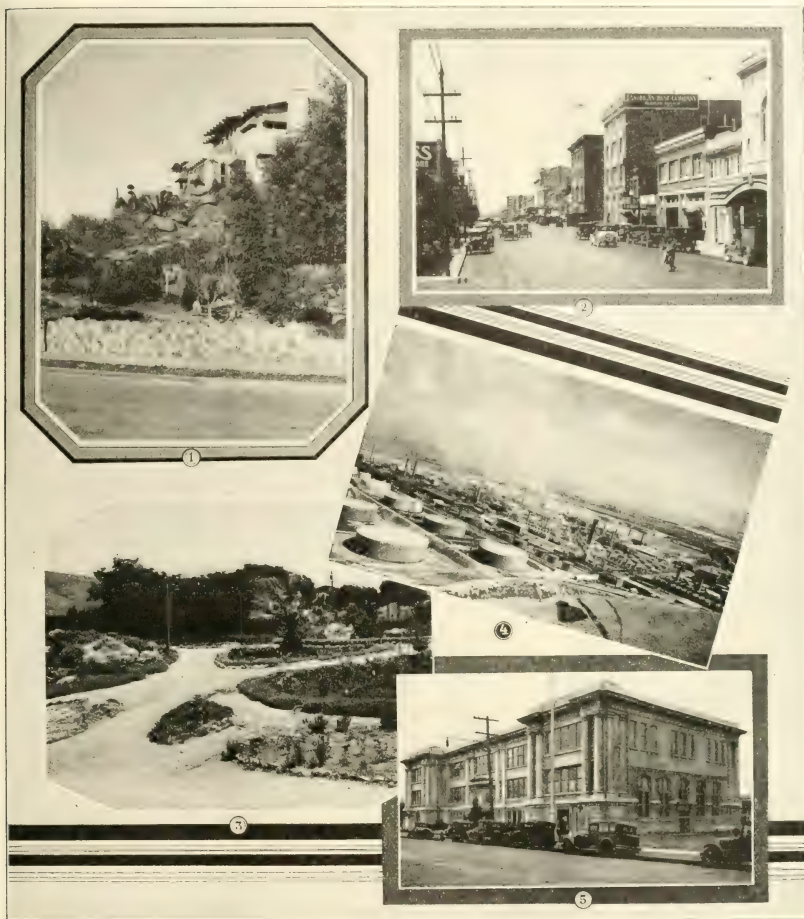
For example, Ex-Mayor A. L. Paulsen and Councilman W. W. Scott are both directors of the Chamber of Commerce and are active on some of its most important committees. Thus problems having to do with the welfare of Richmond, whether they are presented

at the City Hall or at the Chamber of Commerce, immediately receive consideration at the hands of both these groups and are in line for a better and more satisfactory solution than could be possible under other circumstances.

T. M. Carlson, city attorney, also is

active in Chamber of Commerce work and he gives invaluable aid in matters having to do with legal problems and traffic.

Mrs. Mattie Chandler, who was Richmond's mayor during the early part of the present era of development,



SOME BEAUTY SPOTS AND BUSINESS SCENES

Richmond's residential district contains many beautiful and artistic homes. Parks and playgrounds are provided for the young and old. Upper right shows street in main business district.

is still a member of the council and is one of the most interested of Chamber of Commerce workers. City Manager James A. McVittie is a director of the Chamber and a member of most of the committees that are getting things done in Richmond. McVittie is in a

position to give the best possible advice on all technical matters, and his coöperation is regarded as having played no small part in advancing the program.

Another feature which has contributed to the growth of the city and the

attraction of new industries is the fact that P. M. Sanford, one of the best known civic workers of Contra Costa County, is now serving his fifth term as president of the Chamber of Commerce, thus presenting a long line of uninterrupted effort by one who is

thoroughly experienced in all phases of the work.

Members of the City Council who have cooperated and are not enumerated above are Mayor A. B. Hinkley, V. A. Fenner, J. N. Hartnett, George Imbach, Russell J. Meyer and Walter J. Johnson.

The first settlement in Richmond was a little more than thirty years ago at Point Richmond. In 1905 the Santa Fe selected Richmond as its western terminus. A little later the Standard Oil Company brought there its largest

western refinery, a plant which continues to be Richmond's largest industry.

The main business section, of which Macdonald Avenue is the principal street, was the open farming land, and Macdonald Avenue was a muddy country road.

In October, 1905, the city was incorporated and its development along the present lines began. It is estimated that the population now totals 31,000. The new industries definitely in sight will bring 3500 new employees

to Richmond this year, which it is estimated will increase the population by approximately 15,000 persons. Richmond people believe that the population will double within the next five years.

The city enjoys a well developed and highly protected harbor with thirty-two feet of water and has two transcontinental rail connections—the Southern Pacific and the Santa Fe—and in addition is well served by all highways that bring it in close touch with other communities of the state.

Corvallis, Oregon, Dedicates New Fire Headquarters

CORVALLIS, Oregon, dedicated its new \$60,000 fire headquarters at the State Fire Chiefs' Association Convention held there recently. Erected as a tribute to the loyalty and efficiency of the Corvallis volunteer fire department, it is the initial unit of a program of civic improvements which contemplates the construction of a modern structure to replace the present city administration building.

The new building, which will be occupied exclusively by the fire department, covers a ground space of 62x100 feet and adjoins the City Hall on the south. It is two stories in height, and in the matter of appointment, accommodation and equipment will serve as a model for future volunteer fire department construction in the West.

The first floor will house the apparatus, which at present consists of a 65-foot city service truck, two pumpers, a type 75 combination

wagon with turret, and an ambulance in a floor space of 58x72 feet, and the alarm room, which is equipped with the most modern switchboard and alarm system. In the rear garage space is provided for the storage of cars belonging to the firemen, with overhead storage space for reserve hose. The heating plant will be housed in the basement under the garage.

On the second floor is a spacious dormitory with sleeping accommodations for 32 men, and with a locker and dressing room adjacent. At the rear a large recreation room is provided which is furnished with a pool table, card tables, library table, book cases, magazine racks, radio and piano. There will also be a study room with eight tables, lamps and book racks. A large kitchen and dining room occupies the main center of the floor with an electric range, refrigerator and complete culinary equipment.

The new Corvallis fire headquarters is the fruition of the dreams of Fire Chief Thomas R. Graham and will stand as an enduring monument to his achievements, and as the result of a lifetime's effort to bringing the Corvallis department up to the standard of efficiency and his activity in the cause of fire prevention and fire control in the State of Oregon.

The present department consists of five companies, a fire prevention bureau and a fire police force, offered as follows: Thomas R. Graham, chief; Percy E. Tallman, first assistant chief; Arthur G. Allen, assistant chief and fire marshal, and Captains Elmer Holmstrom, E. W. Reckon, Everett H. Runkle, of the fire prevention bureau; W. E. Purdy, Charles E. Ransom, John Cairncross and W. E. Mynett. There are eight lieutenants, three paid drivers and 31 firemen.

THE IMPORTANCE OF CORRECT RECORDS

By California State Department of Public Health

An immense amount of unnecessary work comes to state and local registrars of vital statistics through the carelessness of those who write birth and death certificates. Incompleteness, inaccuracy and illegibility are the cardinal vices in the making of vital statistics records.

About 10 per cent of all children who are born in California are not given names at the time of their births. These must be added at a

later time through the filing of supplemental reports. This makes a large amount of unnecessary duplication but it would seem that this can not be avoided until parents are able to name their children at the times of their births. The State Department of Public Health receives about 500 supplemental reports of births each month.

Much information is lacking on a large number of birth and death cer-

tificates. Causes of death, as given on death certificates, are often inconsistent, misleading and incomprehensive. It is impossible to classify death certificates properly unless the cause of death is given clearly. The U. S. Bureau of Census demands specific information relative to the exact cause of death, and physicians might save an endless amount of correspondence to the State Department of Public Health and to the U. S. Bureau of Census as well if they would use clear and definite statements relative to causes of death. Inconsistencies

are commonly entered on both death and marriage certificates as well. Individuals who make such records could be of great assistance if they would carefully check all of the data before filing the certificate. Names should be spelled correctly and the address of place of birth, proper date of birth and the properly spelled names of parents are essentials which are often neglected.

Too often the errors upon certificates are not discovered until a request is made for a certified copy of the record. The misstatements of fact are then revealed and it is only by filing affidavits that the record may be corrected. This involves a loss of time and money which could be properly saved if care were used in making the certificate correct at the time that it is filed. A durable black ink should be used in writing all certificates; the law requires it. Typewritten certificates, properly signed, are much preferred to certificates written in shorthand. Certificates which are not written legibly cause mistakes in indexing, making it difficult to locate a certificate when it may be needed. All registrars prefer typewritten certificates, but if they can not be typewritten they should be written clearly and legibly.

MUNICIPAL AIRPORT BADLY NEEDED

Declaring local aeronautical development is at stake because of the lack of a municipally owned airport, the Board of Directors of the Los Angeles Chamber of Commerce, urged the City Council to purchase a suitable field.

Written over the signature of General Manager Arnoll, a letter called attention to the projected commercial dirigible service to the Hawaiian Islands and stated that without an airport of its own this city would not bid for the terminal.

Large manufacturing plants connected with the aviation industry cannot be brought to Los Angeles unless they can locate adjacent to an airport owned by the city.

PITTSBURGH EQUITABLE SALESMEN MEET

Mr. W. F. Rockwell, president of the Pittsburgh Equitable Meter Company, took advantage of the fact that a salesmen's meeting could be held in conjunction with the Annual Convention of the American Water Works Association, June 2 to 6, at St. Louis. A great many interesting subjects were thoroughly

discussed at the meeting. Mr. Rockwell expressed satisfaction as to the sales for the first part of 1930, and stated that they were ahead of last year. Several of the members of this company who attended the Convention were on duty at the exhibit and regret that they could not be in the picture.

MONTEREY PENINSULA

The Monterey Peninsula, focal point of early California culture and romance, offers motorists an extraordinary variety of interesting points. Tinged with the bizarre Orientalism of Russia, dreamy with the romance of Spain and the Missions, brooding over the dark forests and spume-swept crags of the shore line, it is small wonder that here is the center of a great artistic group. Historically important, such vibrant names as Sherman, Sheridan, Serra, Kearny, Larkin and Stevenson echo from its old buildings. The modern world of sport and society moves through its resorts and over its golf courses with the gay abandon of a pleasure-loving race. And ribbons of excellent road unite its several communities in a vista of varying enchantments.

TWO "AIR CHAIRS" ARE ENDOWED AT U. S. C.

Through the generous interest of Western Air Express and the Richfield Oil Company, two chairs in aviation education are being established at the University of Southern California.

The Harris M. Hanshue Chair of Commercial Aviation, endowed by Western Air Express and named for its president, will be filled by Earl W. Hill, lecturer in the College of Commerce and Business Administration of S. C.

The James A. Talbot Chair of Aeronautical Engineering, endowed by the Richfield Oil Company and named for the chairman of its board of directors, will be filled by James M. Shoemaker, an aeronautical engineer of wide experience, newly appointed professor in the College of Engineering of S. C.

Making it possible for a student to pursue the study of commercial aviation as a major subject in the College of Commerce and Business Administration of the University of Southern California, the Hanshue chair provides a professorship which will supply instruction in principles of commercial aviation.

GORDON WHITNALL

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MUNICIPAL PERSONNEL

JAMES D. PHELAN PASSES

Death Takes First President California League

was established, and he is the man who gave first reality to the dream of bringing Hetch Hetchy water to San Francisco.

Phelan pre-empted in his own

NATIONAL, state and city leaders joined in expressions of sorrow at the death on August 7 of Hon. James D. Phelan, first president of the League of California Municipalities, former senator from California, former mayor of San Francisco, and who besides holding at various times many other positions of public trust was at the time of his death chairman of the playground commission of San Francisco and member of other boards.

Forms California League

In 1898 when a small group of city executives met to form a league through which to work out the many problems of municipal government in a coöperative way, Phelan was chosen as the first president. Under his leadership the League of California Municipalities, as the organization was called, made substantial progress its first year and with the start thus given has developed to the greatest organization of its kind in the world.

During the more than thirty years that the League has been in existence its first president never lost interest, but was continuously in contact with its officers and displayed his keen interest in many ways.

Born in San Francisco, April 20, 1861, Senator Phelan became one of the foremost figures California has produced.

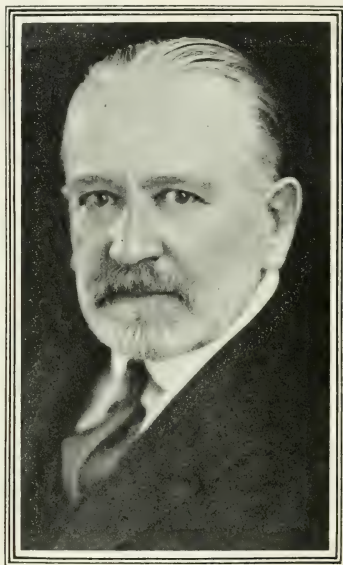
Son of Pioneers

He was the son of James and Alice Kelly Phelan, pioneers who came to the Golden State in '49.

The son enjoyed the full benefits of wealth and position, and his talents were devoted to a curious combination of the arts and politics.

From 1881 until 1893, the formative years of his life, he was engaged in the study of political history, the arts, literature and in travel.

Articles appeared in many periodicals, usually on either political or literary subjects, under the name of young Phelan. He achieved a measure of fame and a wide background of culture and influential friends.



JAMES D. PHELAN

He found time for many fields of endeavor. In 1893 two important positions came to him. He was made chairman of the board of the old United Bank & Trust Co. in San Francisco, and was appointed vice-president of the California commission to the Chicago exposition.

Three years later Phelan, then but 35 years old, was elected mayor of San Francisco in a dramatic campaign that saw the political machines of famous bosses crumble and disappear.

For three terms Phelan was mayor, going out of the office in 1902, and during that period he "fathered" two of the most important projects in the city's history.

Through his efforts a new charter

name large claim holdings on the Tuolumne River and gave these without cost to the city. Recently a tablet was unveiled at O'Shaughnessy dam to commemorate this service.

Beautified City

While mayor, Phelan was also deeply interested in beautification of the city. He succeeded in passing an act intended to extend Golden Gate Park to Market Street, but the State Supreme Court ruled that the procedure was not proper, and this project was abandoned.

When the 1906 disaster struck the city that he loved so well, Phelan threw all of his dynamic energy and organization genius into the great struggle for rehabilitation.

He served as president of the Relief and Red Cross Funds, Inc., and was responsible for handling of the millions that poured into San Francisco to aid the destitute and rebuild the city.

From 1906 until 1913, when not engaged in the rehabilitation work, Phelan devoted himself once more to his political studies and the arts. Honors meanwhile were being heaped upon him.

In preparation for the Panama-Pacific Exposition here in 1915, Senator Phelan was appointed by the Department of State to visit Europe in support of the invitation of the president for participation by foreign countries.

The following year he received another Department of State appointment under special authorization of the President to investigate the fitness of the American minister to the Dominican republic.

Made U. S. Senator

Phelan's political aspirations were fulfilled in 1915 with his election as United States Senator. This event had been forecast as early as 1900, when the California Legislature gave him a complimentary vote for the senatorship.

He remained in office until 1921, serving under the Democratic party banner, and when he was defeated in the Harding landslide, Phelan ran over 300,000 votes ahead of his party as a whole.

During his years in the Senate his chief work was in behalf of legislation to exclude Japanese from California.

Phelan combined with his great love of beauty a reverence for the traditions, the personalities and the achievements of the pioneers who built his native state and city.

A friend once questioned him, as to why he did not live in New York or Europe as so many men of wealth do.

Loved California

Phelan replied, "I could never live anywhere but in California. It would not be home to me."

During the years 1921 and 1922 Senator Phelan toured the world, following which he wrote a book, "Travel and Comment."

He was unmarried and, according to friends, rumors of romance scarcely touched his name during his lifetime. He is survived by two sisters, Miss Mary L. Phelan and Mrs. Alice Phelan Sullivan.

GEORGE H. WOOD

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Immense Fortune

The Phelan fortune is immense, including large properties here, in Saratoga, San Jose and the Sacramento Valley.

He was a member of the following clubs: University, Pacific Un-

ion, Bohemian, Olympic, Burlingame Country Club, Metropolitan, Racquet, Chevy Chase (Washington) and Metropolitan Bankers' Club (New York).

The passing of James D. Phelan brought to a close one of the most useful lives ever lived in California.

Geo. H. Wood Enters Private Practice

George H. Wood, who resigned recently as city controller of Pasadena to enter private practice as a certified public accountant, has been retained by the Board of City Directors of Pasadena to audit the city's books for the fiscal year of 1930-31.

Wood is one of the best known figures in municipal life in the southern part of California. At the

one-half years and for nine years had been city controller.

While he officially terminated his connection with Pasadena as city controller on July 1, on June 1 he left on a month's vacation, at which time he was tendered a wonderful reception by his fellow officials, headed by City Manager R. V. Orison, who on behalf of his associates wished him success in his new venture and presented him with a brief case in token of their esteem.

Wood is prominent in fraternal and church circles and has always taken a leading part in the affairs of the Clerks', Auditors', Assessors' and Treasurers' Association of Southern California, in which he is an officer. Through a recent change in the by-laws of that organization, Wood will be permitted to retain his membership although no longer a permanent city official.



GEO. H. WOOD

time of his resignation he had been connected with the Pasadena municipal government for sixteen and

Louis Vollmer of Monrovia, Calif., city councilman at various intervals in the past few years, has been appointed by the city council as a member of the city planning commission. Other members of the commission are Mrs. Harry Andrews and Mrs. Henry Waterman.

P. S. Rose has been appointed a member of the Pacific Grove, Calif., Library Board in place of Col. J. I. Maibee, resigned. G. W. Webber has also resigned from the same board.

Herbert Heron, Carmel's famous poet-actor-mayor, will direct Shakespeare's great political drama, "Julius Caesar" at the Forest theater. He was the founder of the theater, twenty years ago, and has had an active part in its growth and development since that time. Now he is to bring the climax to the 20th anniversary festival by this great production.

E. M. Schuller, well known South Gate, Calif., business man will serve as president of the South Gate Chamber of Commerce for the coming year, having been elected to that office by the board of directors. Guy F. Nevill is first vice-president, James R. Tweedy, treasurer and Harold E. Pomeroy, secretary.

E. S. Basset, agent for the Adelanto Water District, Calif., has resigned and H. L. Herdge has been appointed by the San Bernardino Board of Supervisors, to fill the vacancy.

John L. Lovett has been appointed constable of Bady Mesa township, Calif., to fill the vacancy occurring with the recent resignation of M. M. Horine.

C. A. Bigelow, commissioner of public affairs, and for seventeen years a city official of Portland, Oregon, resigned on August 15 to take up duties as general manager of the Grand Central Market, located in Portland.

E. C. Hull has been appointed chief of the Redondo Beach, Calif., fire department.

J. H. Coulter, who has been a member of the city commission of Alhambra, Calif., since 1928, and who has just been recently elected for another term, has been unanimously elected vice-president of the commission.

The reorganization of the board as it will function during the coming term will be as follows:

Chris Campbell, president.

J. H. Coulter, vice-president and commissioner of supplies.

W. W. Nuzum, commissioner of finance.

C. V. Ward, commissioner of public works.

E. E. Burlingame, commissioner of public safety.

M. H. LeVan was reappointed to the city planning commission and Commissioner Nuzum to membership of the planning commission as a representative of the city commission.

J. H. Henderson, was reappointed president of the city playground commission and L. W. Boyden, of the board of education, was elected to a seat on the playground commission.

Charles D. Blaine, insurance man, has been appointed by the Modesto city council to fill the unexpired term of the late Commissioner Harry A. Trueblood, who died recently.

L. A. Gridley has been elected president of the South Gate, Calif., Chamber of Commerce. Other officers are Guy F. Nevill, vice-president, Harold Pomeroy, secretary and J. R. Tweedy, treasurer.

Ethel Frances Murray, public health nurse, who was for many years on the staff of the Bureau of Child Hygiene of the California State Department of Public Health, has been appointed chief nurse of the Westchester County Health Department in New York State. This is the county department to become the head of which Dr. Matthias Nicoll resigned as health commissioner of the State of New York. Miss Murray, last year, completed postgraduate work in the University of Washington, since which time she has been engaged in public health work in New Jersey.

Oscar Robert, captain of police of Phoenix, Ariz., has been appointed chief of police in place of E. W. Titel, who has been filling the position temporarily. Roberts is a veteran peace officer, having served many years both in the police department and also in the county peace department.

Reeve Conover, local city councilman of Pacific Grove, Calif., has been appointed engineer and secretary of the new Monterey County Planning Commission. He will maintain an office in Monterey, devoting his entire time to his new duties.

Conover's office will be the place for the discussion of affairs affecting county planning. A portion of his duties will be the preparing of

necessary zoning ordinances to guide new development in the county, the preparation of data relative to new roads and correction of present roads, made necessary by future development, and many other portions of detailed technical work connected with the county planning commission.

Conover is a well-known local engineer, having been in charge of the mapping out of a number of local subdivisions and other development projects. He is one of the leaders in the development of city and county planning in California. He is at present the park and playground commissioner of the local city council and as such is the chairman of the city planning board.

Vern Smith was installed August 12 as police chief of the Alameda, Calif., police department. Smith, who is chief of the record bureau of the Berkeley police department, has been loaned to the city of Alameda to inaugurate department methods there that have brought Berkeley to the front as one of the most scientifically policed cities in the Nation. Smith succeeds W. H. Wahmuth, veteran chief, who retired recently because of illness. When the department organization is completed by Smith he will return to Berkeley, and the Alameda post will be given to another member of the force.

Lloyd S. Nix, city prosecutor of Los Angeles, has resigned from his position.

Capt. Edward L. Boatright of the Portland, Ore., Fire Department, will head the new fire college to be established soon in that city. Captain Boatright, who has a record of efficiency and performance of duty, recently graduated from the Los Angeles fire department college.

Chief of Police Jenkins and Inspector Moore of the Portland, Ore., police department, have just introduced a personal efficiency chart and monthly report for each individual member of the department.

Dr. H. J. Ring, city health officer of Ferndale, died recently and Dr. O. B. Barron has been appointed to the office.

Dr. E. R. Zumwalt on July 1 succeeded Dr. J. B. Rosson as city health officer of Tulare.

MUNICIPAL BRIEFS

LOS ANGELES COMPLETES GREEK THEATRE

The beautiful Greek theatre in Griffith Park in Los Angeles with its splendid equipment, is now nearing completion. Mr. Griffith, who left money in his will for the construction of the theatre, also gave the city the sum of \$800,000 for the erection of an observatory in the park, which is to be used for the purposes of instructing the people in astronomy.

PORT OF SAN FRANCISCO TO BE ADVERTISED

To advertise the port of San Francisco, Californians, Inc., in co-operation with the Junior Chamber of Commerce and State Board of Harbor Commissioners, are preparing an elaborate port booklet. This was announced by Wilson Meyer, vice-president of the Junior Chamber of Commerce, in explaining work which is being done by the chamber on the port progress program to be presented for civic approval on Harbor Day, Thursday, August 21.

"The booklet will consist of 100 pages profusely illustrated with beautiful photographs of San Francisco's harbor and realistic pictures of its docks and work-a-day maritime scenes. We believe that this booklet, along with the appointment of traffic managers, will do much to create the new port spirit.

NOTES FROM MERCED

Six permits for new buildings and nine for remodeling, were issued during July, at a total cost of \$17,055.00. The new buildings were residences and amounted to \$6,905.00, with \$10,150.00 for remodeling.

Several new buildings are contemplated during August and September, among these, being the new Flynn building, new Theatre, and the Grange company's new warehouse, to replace the one recently burned.

During the past six months, Merced telephone installations have increased 2.35 per cent, with a present total number of 2,478. Consistent gains in the number of telephones indicate Merced's growth.

Merced County's Auto Registration shows an increase for 1930 over 1929 of 1,365, with a total of all types of 14,582—12,977 of which are passenger cars.

The total voters registered for the primary election is 11,637 as against 10,438, the total registration for 1928.

Five hundred forty-four persons visited the Chamber of Commerce during July, 262 being from outside points.

Ninety-nine letters were sent out and two hundred booklets. A supply of booklets were sent to the San Francisco Tourist League, Chicago office, and to the Sears Roebuck Company store at Hollywood for distribution.

The Chamber of Commerce received the faculty and students from the University of North Carolina during July and distributed firs to them. This tour was in the form of an Auto caravan and was in three sections with a total of nearly 200 in the combined groups.

BEACONS INSTALLED TO SAFEGUARD FLYERS AT NIGHT

For the protection of aviators flying at night, the Southern Pacific Company has installed standard airway beacons on the two towers supporting its electrical power line on the shores of the estuary between Oakland and the Alameda mole. The towers, which are 260 feet in height, will be painted, in fifty-foot stripes, alternately chrome yellow and black. At one-third and two-thirds distance from the top of each tower will be placed red obstruction lights. The beacons will throw a beam of red light of 6300 candle power, visible for a distance of two miles.

The Suisun Bay bridge, now being constructed, will also be provided with airway beacons for the safeguarding of night flying. There will be eight fixed signals and one revolving beacon.

TELLS WORK ON BOULDER PROJECT

Secretary Wilbur in his speech at the Los Angeles Chamber of Commerce luncheon recently de-

clared that preliminary work in preparation for construction work of the dam was going ahead rapidly and that he hoped that contracts for the project would be prepared within a short time.

"The present work," he said, "consists of surveys for the town-site and branch railroad line which must first be built. The townsite will house the workers on the job and the railroad will run from the Union Pacific main line, Las Vegas to the dam site.

"It is thought that within the fiscal year work will be started on the four tunnels which will divert the water of the Colorado River, while the dam itself is being built. There will be two tunnels through the canyon walls on either side of the dam site, each fifty feet in diameter, which work in itself is of great magnitude."

Atwater.—The Beacon has been moved to the new emergency landing field on the Stickney Ranch and planes may now use the field in emergency.

Dos Palos.—A contract has been let for the addition to the Grammar School for which a direct tax was recently voted.

Another cotton gin is being erected in this section to take care of new acreage south of Dos Palos.

Gustine.—Work is progressing on the new outfall sewer and this project will be completed within a short time.

The proposed street improvement program has been abandoned for the present, but will be taken up later following a full investigation of plans now under consideration.

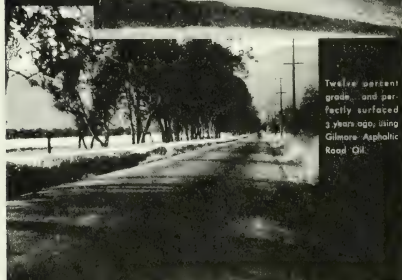
Hilmar.—The annual Hilmar Fair which is to open August 6, is expected to be the best fair ever held and is stressing the importance of the 4-H Club work by offering special premiums to exhibits from the 4-H clubs.

Los Banos.—Work is progressing on the new gas distribution lines and natural gas should be available for Los Banos residents by September 15. Approximately 40,000 feet of pipe is being laid.

LAUGHS AT GRADES



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Sierra Madre, Calif.,
constructed 14 years
ago of Gilmore
Asphaltic Road Oil
and macadam
a long time and a
long uphill grade.



Twelve percent
grade, and im-
perfectly surfaced
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Gilmore Asphaltic
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Steep grades are being successfully
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Knowledge based on 25 years of
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PROGRAM EDITION



Closes September 25



32nd Annual Convention

**League of California
Municipalities**

Long Beach, October 6-10



THE ONLY MAGAZINE—

—to carry official program

—to be distributed at the
convention

—to have any official
standing



Minimum Printing

6000

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

LOS ANGELES BUREAU POWER AND LIGHT RECEIVES HIGHEST AWARD

For the second time in two years the Los Angeles Bureau of Power and Light received the highest award in public utilities advertising for the most effective campaign for public utility awarded at the Annual Pacific Coast Advertising Association Convention held at Spokane June 22 to 25. This exhibit consisted of a display of the outstanding public utility campaigns in the West, selected at elimination contests held in the various centers on the Coast.

The trophy was awarded to the Dan B. Miner Company, advertising agency of Los Angeles, who planned and executed the entire campaign. This advertising is now being published in all Los Angeles newspapers, and is a series of advertisements showing advantages of municipal electric rates.

HONOLULU TAKES STEPS TO IMPROVE TRAFFIC

Honolulu has its traffic problems, as proved by a recent editorial in one of the leading daily newspapers of the Island metropolis.

"Thirty persons," states the editorial, "including a pathetic number of little children, have died in automobile accidents of one kind or another since last January 4."

The editorial then suggests the immediate need of a definite program "to prevent a 1930 toll of between 60 and 70 lives."

The suggested program is the passage of a proposed traffic ordinance which is being supported by President John Mason Young of the local chamber of commerce.

"President Young," continues the editorial, "sees the proposed new traffic ordinance as the best immediate means of decreasing the fatalities. To a large extent he is right. The present traffic ordinance, and the manner of its enforcement, are faulty. Whether a substitute set of rules will accomplish the objective is something that only time will tell. But one thing is certain. Good rules, and not a multitude of poor ones, are needed. Visitors here from the mainland speak of Honolulu as a city with more traffic regulations than the largest mainland cities find necessary, and far more than a large percentage of the city's population can bear in mind at all times.

"A traffic code can be reduced to a dozen regulations, and that dozen, in the final analysis, can be boiled down to just one—caution."

SAVE-A-LIFE WEEK AROUSES SEATTLE MOTORISTS

Save a Life!

That was Seattle's slogan during Save-a-Life Week recently when the Automobile Club of Washington sponsored a seven-day program designed to create public interest in

safety and to impress upon motorists the necessity for attention to safety appliances, especially brakes and lights, on their cars.

The special feature of the campaign, according to F. B. Judges, of the Club, was a four-day brake test. A total of 7,716 tests were made and showed only 22.9 per cent defective as compared with a figure of 26 per cent in a similar campaign a year ago.

CITY OF COLFAX THANKS S. P. COMPANY FOR AID AT FIRE

A fire, which for a time threatened to destroy the entire business district of the city, broke out in Colfax, Calif., recently. When it became apparent that the local fire department was unable to cope with the flames the Southern Pacific water mains were tapped and its fire train, stationed at Colfax, was pressed into service. The added equipment, with the assistance of many Southern Pacific employees who volunteered their help, turned the tide and soon brought the fire under control.

A few days after the fire the following letter was received by the company:

"We, the undersigned citizens of Colfax, desire to express appreciation and gratitude to the Southern Pacific and its employees for the splendid work done by the company and its men in helping to extinguish the fire of Wednesday morning,



SAN DIEGO MISSION VIEW

which, but for the assistance rendered by you, might have wiped out the business section of Colfax."

The letter bore ninety-three signatures, including practically every business and professional man of the city, as well as a number of organizations.

E. C. KUEHNER HEADS WASHINGTON FIREMEN'S ASSOCIATION

At the annual meeting of the Washington State Firemen's Association at Kelso E. C. Kuehner,

ducted by the Plaza de Los Angeles with the collaboration of leading civic organizations.

The plans for the celebration to center at the Plaza on September 4 and 5 are sponsored by Mayor Porter, the Board of Supervisors, Los Angeles Chamber of Commerce and the Downtown Business Men's Association.

Including parades, street dancing and other festivities, an elaborate program of events is being arranged.

Los Angeles was founded on September 4, 1871, at the Plaza, and the plan is to bring back the color and

OAKLAND GETS PUBLICITY

Long articles illustrated with photographs furnished by the Publicity Department of the Oakland, Calif., Chamber of Commerce, are appearing monthly in the Pacific Coast Fire Chief, official publication of the Pacific Coast Association of Fire Chiefs, which is to convene in Oakland, September 1.

The June and July issues of the fire magazine contained photographs showing beautiful views of the city with the suggestion "Oakland, California, in September" prominently displayed below them.

The July issue carries a full page story on Oakland which says in part:

"There is no busier group of men than the members of the Oakland Fire Department—the band is tuning up—the committees are completing their arrangements—city officials have voted to participate—the people are being advised of your coming and, all in all, every indication points to real disappointment to members who stay away.

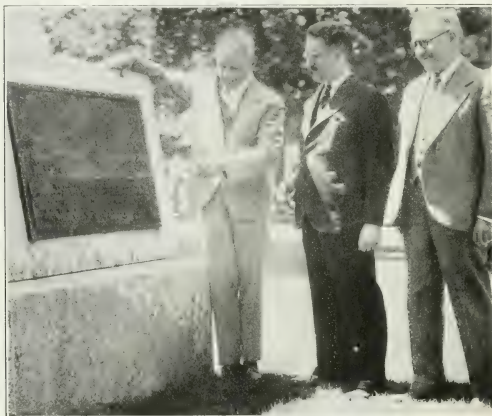
"Chief Lutkey, Commissioner Colbourn, Mayor Davie, the Oakland Chamber of Commerce and other organizations invite you to come. We urge you to attend."

SAN FRANCISCO WILL NOW "CASH IN" ON GREAT ASSET

In an effort to cash in on the Golden Gate as one of the great scenic assets of a trip to San Francisco, the San Francisco Chamber of Commerce through its International Trade and Commercial Relations Department, has petitioned thirty-two passenger lines to schedule entry through the Gate during daylight hours.

MUNICIPAL GOLF COURSE FOR SALT LAKE CITY

Salt Lake City is to have a new nine-hole municipal golf course, known as the Bonneville Municipal Golf Course, so located that it provides a magnificent panorama of Salt Lake City and vicinity. Play and service facilities are of the most modern type, including a large number of tees to accommodate both the long and short hitters, an eighteen-hole putting course, a spacious driving range, a large parking area,



CALIFORNIA LEAGUE CHIEFS AT SAN JOSE

"There's no question about it, San Jose was the first capital of the state," City Manager C. B. Goodwin, left, tells Gordon Whitnall, center, and W. J. Locke, president and secretary-manager, respectively, of the League of California Municipalities. The three are examining the historic marker which stands in City Hall park.—Mercury Herald photo.

chief of the Chehalis department, was elected its president for the coming year.

Chief Kuehner has been head of the local department for several years past, having been advanced over a period of years from a place as a volunteer. He is rated as one of the most efficient fire chiefs in the state and his department is rated equally high, having attained a remarkable degree of efficiency.

LOS ANGELES TO OBSERVE BIRTHDAY

Los Angeles' 149th birthday anniversary is to be celebrated with a spectacular two-day fiesta to be con-

ducted by the Plaza de Los Angeles with the collaboration of leading civic organizations.

AIR MAIL CARRIES 37,000,000 LETTERS

Thirty-seven million letters were carried by air mail between Chicago and Oakland during the first six months of 1930, according to a report just compiled by the Boeing System.

Five million letters were transported between Pacific Coast Cities by air mail, according to the figures, and passenger service has shown marked increase.

An increase of 15 per cent over the same period of 1929 is estimated for 1930 over these lines.

CONTROLLING TRAFFIC IN SAN FRANCISCO

There's a Surestop Sign for every traffic purpose:

SCHOOL SLOW

SLOW

STOP

ONE WAY

NO LEFT TURN

NO U TURN

STOP RR XING

DANGER

STOP BOULEVARD

SAFETY ZONE

RIGHT TURN

ONE WAY

KEEP RIGHT

We'll make Standard Rubber Traffic Signs to order to meet any traffic requirement, and in any language.

This city has greatly improved traffic conditions and cut down accidents by installing Standard Rubber Traffic Signs. Follow its example. Install Standard Signs in your municipality—and win public good will for your administration.

FEATURES of the STANDARD SURE-STOP RUBBER TRAFFIC SIGNS



Standard Rubber Traffic Signs are as near 100% effective as possible. Drivers cannot miss seeing them because they are set in the middle of the street. The bright, yellow lettering is easily read 200 feet. Dust, dirt, mud, rain, snow and sleet cannot efface their visibility.

Made of tough, high grade rubber with a rubberized web cord center, these markers can be run over without damage to signs or vehicles—and will immediately spring back to upright position. *Guaranteed* to last one year, they usually last two and longer.

Standard Signs can be quickly, easily and cheaply installed in asphalt, bricks, concrete, macadam or wood-block pavements or in dirt or graveled roadways.

SEND FOR BOOKLET—Explains why Standard Rubber Traffic Signs are the most effective and economical traffic regulators made. Names 1600 cities using Surestops. Contains letters of praise from city officials. Gives prices. Write today!



THE STANDARD TRAFFIC MARKER COMPANY

1704 EAST SECOND ST.

WICHITA, KANSAS

SOME OF THE OTHER CITIES AND TOWNS

Standard Traffic Signs are used throughout the United States, in Canada and Hawaii. Here are a few of the 1600 municipalities which have solved traffic problems with them:

Birmingham, Ala.
Flagstaff, Ariz.
Fort Smith, Ark.
South Bend, Ind.
Monterey, Calif.
Richmond, Calif.
Staunton, Va.
Bridgeport, Conn.
Crisfield, Md.
Jacksonville, Fla.
Miami, Fla.
Atlanta, Ga.
Lewiston, Idaho
Chicago, Ill.
Terre Haute, Ind.
Des Moines, Ia.
Kansas City, Kans.
Emporia, Kans.
Wichita, Kans.
Lexington, Ky.
New Orleans, La.
North Adams, Mass.
Detroit, Mich.
Kalamazoo, Mich.
Grand Rapids, Minn.
Yazoo City, Miss.
Jefferson City, Mo.
Helena, Mont.
Scotts Bluff, Nebr.
Hudson, N. H.
Wildwood, N. J.
Albuquerque, N. M.
Las Vegas, N. M.
Nashua, N. H.
Fayetteville, N. C.
Dayton, Ohio
Columbus, Ohio
Oklahoma City, Okla.
Williamsport, Pa.
Columbia, S. C.
Milbank, S. D.
Chattanooga, Tenn.
Memphis, Tenn.
Dallas, Tex.
Galveston, Tex.
Beaumont, Tex.
Seattle, Wash.
Spokane, Wash.
Moose Jaw, Sask., Can.
Honolulu, Hawaii

a completely appointed club house, containing large locker rooms for men and women, a lobby, an office and shop for the professional, and a restaurant. The course will be under the administration of the Department of Parks and Public Property.

ACTIVITIES FOR THE WOMEN OF LOS ANGELES

Because of the interest in quilting and quilting patterns among the women of Los Angeles, the Recreation Department has installed a number of quilting frames for use during the coming year and will organize clubs. A method of exchange for patterns will be instituted. Special mention will be made of the playground sending in the largest number of patterns and the most original design.

Golf clubs, baseball bats and tennis rackets replaced brooms and mops in the hands of 500 Los Angeles housewives in May, when the first play day for women was held at Griffith Park under the direction of Mrs. Mildred Van Werden of the City Playground Department.

AT THE HOLLYWOOD BOWL

Thirty-two concerts have been scheduled for the eight weeks' summer season of music at the Hollywood Bowl. Concerts are being given on Tuesday, Thursday, Friday and Saturday nights from July 8 to August 30. Five distinguished conductors of European and American fame and eight artists of international renown will make solo appearances.

A RECREATION COMMISSION IN VENTURA

Ventura, California, has created by ordinance a Board of Recreation of three members—one representing the City Council, one the School Board, and one a member at large.

PORTLAND HAS PLAYDAY

Laurelhurst Playground, Portland, Oregon, held its annual playday August 14. An all-day program including races and various contests, a parade, a ball game, apparatus exhibition, and a demonstration of tap dancing was conducted by Allyn Richardson and Harold Singer, playground directors. One of the major features of the program was a parade divided into three classes—bathing beauty parade for girls under



PALO ALTO, CALIFORNIA, WATER FRONT

eight years, decorated bicycles, tricycles and scooters, and a costume parade of funny paper characters.

OAKLAND PLANS TO RETAIN BEAUTY OF SKYLINE DRIVE

As a means to retain the natural beauty of Skyline Boulevard, the city of Oakland may acquire strips of land 200 feet wide on either side of the boulevard over a three-mile radius from the Sequoia Park entrance.

A survey of the project has been begun by Lee Kerfoot, Superintendent of Parks, acting under instructions of the Oakland Park Board and Mayor John L. Davis.

SOUTH GATE, CALIF.

In order to increase the activities for girls at the various community playgrounds in South Gate, Calif., three part-time supervisors will be appointed to be on duty at the Liberty, Pacific, and Malabar schools each afternoon between two and four o'clock, when a program of activities of a quiet nature will be put into operation.

SKYSCRAPER FOR PHOENIX

In Phoenix, Arizona's capital city, business architecture for the most part is respectable but undistinguished. The old wooden awning is still occasionally seen, and arched sidewalks giving pedestrians protection against the summer sun are a typical feature. But Phoenix is soon to have a new office building characteristically modern throughout its 137 feet of width on Central Avenue, its 150-foot depth on Monroe Street, its twelve-story tower rising 150 feet over Central Ave. The Valley Bank and Trust Com-

pany is soon to begin construction, and its head office will occupy the lower floors of the finished building. Stories above the banking house will be designed for professional and mercantile use. Special features of the building will be a 60-car garage in the basement, an air-conditioned ventilating system for the whole structure. The architects are Morgan, Walls & Clements, Los Angeles, with R. H. Green of Phoenix as associate architect.

DENVER'S SCHOOLS

If you put all of Denver's School buildings together they would cover fifty solid blocks. The School Plant is valued at twenty million dollars, comprising buildings of exceptional architectural merit, a number of which are situated at the entrances of various Denver parks.

NEW WATER DISTRICT URGED FOR COLMA, CALIF.

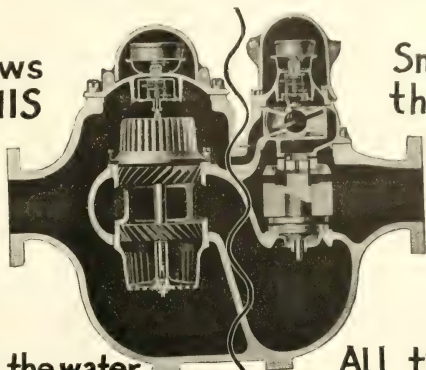
A new water district is being urged for Colma, Calif., following a \$100,000 fire that destroyed a box factory.

PURCHASES FOR BOULDER CANYON DAM

At present practically all purchases of equipment and supplies for Boulder Canyon Dam are being made through two offices, that of the acting chief engineer, S. O. Harper, in the Wilda Building, Denver, Colorado, and that of Walker R. Young, chief engineer of the project, at Las Vegas, Nevada.

Firms desiring to receive invitations to bid on requirements should communicate with both offices and request to be put on the mailing list.

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SIDE

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through the meter, opens and closes the main conduit.

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RECENT COURT DECISIONS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

PACIFIC COAST

Union Depots.—On May 27, 1930, in the case of Atchison, T. & S. F. Ry. Co. v. Railroad Commission of California, et al., the Supreme Court of California handed down a decision holding that the commission had power by statute to order the construction of a union passenger depot and that such an order, which would have the effect of requiring the railroads to abandon their present facilities, did not constitute a deprivation of property without due process of law, or involve a taking thereof without compensation. Furthermore, the court held that an order for the erection of a union passenger depot by railroads was a proper exercise of the state's police power. (Rehearing denied.) (288 Pac. 775.)

Bond for Materials and Supplies. On May 20, 1930, in the case of People's National Bank v. Southern Surety Co., the District Court of Appeal of California handed down a decision holding that where a bank lends money to a public building contractor to pay laborers' wages, it could not recover on a surety bond given under the statute of May 10, 1919, for the payment of materials, provisions, provender or other supplies, etc., on the theory that the word "supplies" included money loaned. The court held that the words in the statute referred to something going into or consumed in the performance of the work. (288 Pac. 827.)

Holding Two State Offices.—On May 16, 1930, in the case of Leymel v. Johnson et al., the District Court of Appeals of California handed down a decision holding that a member of the state legislature did not hold "any office, trust, or employment under this state" because of the fact that he was employed as instructor in a high school, wherefore he was entitled to his salary. (288 Pac. 858.)

Invalid Tax Sale.—On June 20, 1930, in the case of Kipp v. Danielson, the District Court of Appeal of California handed down a decision holding that where a delinquent tax list showed a tax of \$5.76, whereas the published notice of tax sale gave the amount as \$5.77, the tax sale

was void for the reason that it is an established rule, recognized by leading authorities, "that if the excess be as much as the smallest fractional coin authorized by law, the sale is void." (288 Pac. 882.) (Rehearing granted.)

Appointment of Police Officer.—In the case of State ex rel. Peter v. Listman et al., the Supreme Court of Washington handed down a decision interpreting a charter provision of the City of Seattle which gave preference in employment at all times "to honorably discharged soldiers, sailors and marines of the United States who have served in time of war."

In mandamus proceedings the relator sought to compel his appointment on the police force, claiming that his employment in the regular army from March, 1920, until April 14, 1923, entitled him to preference, and contending that service in time of war meant until ratification of the treaty of peace. However, the court disagreed with this contention and held that the words "in time of war" applied to service before the signing of the Armistice. (288 Pac. 913.)

Fire Truck Purchase.—On June 7, 1930, in the case of Packard Phoenix Motor Co. v. American-La France & Foamite Co., etc., the Supreme Court of Arizona handed down a decision upholding the right of plaintiff to garnishee the city for payment of a brokerage commission on the sale of a fire truck to the city, and ordered the city to pay the commission, amounting to the sum of \$2100.00. (288 Pac. 1024.)

Municipal Electric Plant.—On May 29, 1930, in the case of Jones v. City of Centralia et al., the Supreme Court of Washington handed down a decision holding that where an election for the acquisition of an electric generating plant was void on account of insufficient notice, the voters could, in a subsequent election, ratify contracts referred to in the first election. The plan involved the use of \$300,000 lying in the city treasury which had been derived from earnings of the city's distribution system, and which was to be applied upon the construction of a generating plant. Among other things, it was claimed that there had been a wrongful expenditure of pub-

lic money by the city authorities in alleged propaganda and bringing to the notice of the electors certain data in regard to the proposed power plant. Regarding this phase of the case the court held that a taxpayer could not sue for the recovery of funds improperly expended by city officials until the attorney general had refused to act. (289 Pac. 3.)

Airport Outside City Limits.—On June 17, 1930, in the case of State ex rel. City of Walla Walla, etc., the supreme court of Washington handed down a decision holding that a municipal corporation of the second class had authority to acquire and maintain an airport outside of its corporate limits, referring to the laws of 1929, page 180, in support of this right, and declaring further that the maintenance of an airport is a legitimate municipal purpose. (289 Pac. 61.)

Automobile Liability Insurance.—On May 31, 1930, in the case of Heron, etc., v. Riley, State Controller, the supreme court of California handed down a decision granting the application for a writ of mandate to compel the state controller to draw a warrant for the payment of liability insurance premiums, holding that the 1929 amendment to section 1417½ of the civil code was properly adopted insofar as its title is concerned and that the expenditure for liability insurance premiums on state automobiles was payable from the "emergency" fund. A number of city attorneys and others joined in the case as amici curiae but the court upheld its former decision and ordered the issuance of a premp-tory writ of mandate. (289 Pac. 160.)

Bathing Beach Protection.—On June 10, 1930, in the case of Benton v. City of Santa Monica, the District Court of Appeal of California, in a suit against the city for injuries received from a floating telephone pole at the city's bathing beach, held that the complaint was insufficient because it failed to show that the city had had a reasonable time in which to remove the pole.

The plaintiff, a minor, was struck by the pole when it was washed back and forth by the waves of the ocean. The complaint alleged that the city authorities had received

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notice of the floating pole, but the court sustained a demurrer on the ground afore stated, to wit: that there was no showing that a reasonable time had elapsed, after such notice, within which the pole could have been removed. (209 Pac. 203.)

Improvement Bonds.—On June 11, 1930, in the case of Sturgeon et al., v. City of Hawthorne et al., the District Court of Appeal of California handed down a decision sustaining the city's demurrer and holding that, in a suit to restrain the city from issuing improvement bonds, the complaint was insufficient because of its failure to allege that the plaintiffs had made objections to the city council as required by the statute. (289 Pac. 229.)

Misuse of Funds.—On June 3, 1930, in the case of In re etc. Chicago R. I. & P. Ry. Co., the Supreme Court of Oklahoma handed down a decision holding that municipal officers are without authority to reserve from the funds on hand any amount for the purpose of paying a liability that will not arise until the next fiscal year, saying further that "where there is a balance on hand in a fund at the close of the fiscal year, the amount thereof must be considered in determining the rate of levy necessary to produce the required funds for the succeeding fiscal year." (289 Pac. 258.)

Liability for Gas Explosion.—On July 5, 1930, in the case of Newland v. City of Winfield et al., the Supreme Court of Kansas handed down a decision holding that where the city was operating a municipally owned gas plant, and had efficiently made connection with the gas main, the city was not liable for injury to one who used a lighted match in searching for a leak. The court held further that the liability of the landlord in such a case was a question for the jury. (289 Pac. 402.)

Limiting Voters to Taxpayers.—On June 27, 1930, in the case of Veatch v. City of Cottage Grove et al., the Supreme Court of Oregon handed down a decision holding that the statute of 1929, which provides that no person shall be allowed to vote at any election held within any incorporated city or town on the question of levying a special tax or issuing bonds by such city or town, unless such person shall be a taxpayer, is unconstitutional. (289 Pac. 494.)

Holding Two Offices.—On May 27, 1930, in the case of State ex rel. Chapman v. Truder, the Supreme Court of New Mexico handed down a decision holding that one person could hold the office of district at-

torney and mayor of a city at one and the same time, since such offices are not incompatible. The court declared that the constitutional provisions relating to the division of governmental powers refers to the state government and not to municipal offices. (289 Pac. 594.)

Tax Title.—On June 9, 1930, in the case of Bolton v. Terra Balla Irr. Dist. et al., the District Court of Appeal of California handed down a decision holding that the purchaser of land sold for delinquent county taxes does not take title free from the lien for delinquent irrigation taxes or assessments, declaring that the word "taxes" as used in the 1917 amendment to the political code, section 3787, refers to annual assessments of irrigation districts, and includes both general taxes and special assessments. (289 Pac. 678.)

Deed Restrictions.—On June 2, 1930, in the case of Friesen et ux. v. City of Glendale et al., the Supreme Court of California handed down a decision holding that provisions in deeds which restricted the use of lots for residential purposes only were in the nature of a negative easement or equitable servitude, and that when physical conditions in vicinity of the lots have changed so as to render it unconscionable to enforce such restrictions, equity will refuse enforcement.

In this case a great many city attorneys appeared as amici curiae for the appellants. The City of Glendale had been enjoined from constructing a public street across a certain lot. The deeds contained this restriction: "That said premises shall be used for residence purposes only." All the lots in the tract had been laid out for residential purposes and all the deeds contained the same restriction. On March 29, 1929, the then owners deeded a portion of the lot in question to the City of Glendale for a public street, whereupon the city commenced proceedings for improving it.

The appellants contended that each property owner in the tract had a proprietary interest in the lot, which could not be taken for public use without compensation. The defendants contended that the construction of a public street on the lot was not inconsistent with its use for residential purposes, therefore the restriction was not violated; furthermore, that if it was violated a court of equity should not enjoin the improvement.

The court upheld the contention of the defendants, declaring that it must be presumed that public convenience and necessity required the

acquisition and improvement; that a city is not bound by the terms of a private contract to which it was in no wise a party, and that property owners cannot make mutual covenants by private contracts in such a case which would entitle them to compensation. (288 Pac. 1080.)

Zoning Ordinance.—On June 10, 1930, in the case of Wheat et ux. v. Barrett, building inspector, the District Court of Appeal of California, handed down a decision upholding the zone ordinance of the City of Piedmont in an action to compel the building inspector to issue a permit for a store building upon plaintiff's property. The inspector based his refusal upon certain provisions of the ordinance which prohibited the erection of stores except within very limited districts. A former ordinance had been declared void on the ground that it constituted a business monopoly. (Wickham v. Becker, 274 Pac. 397 and Andrews v. City of Piedmont, 281 Pac. 78)

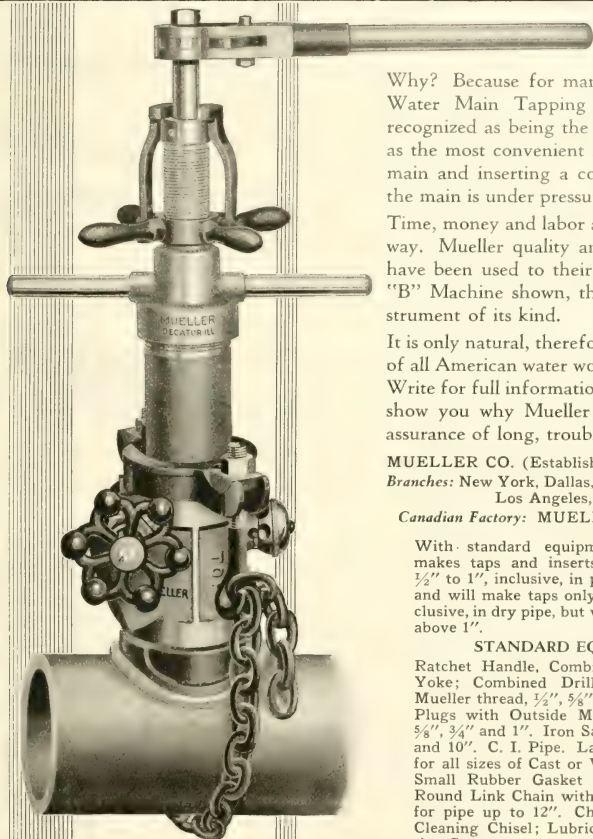
Subsequent to the entry of judgment in the cases cited the city passed a new zone ordinance.

The court held that the persons who had secured a writ of mandate under the old ordinance had no vested rights which required the issuance of a permit under the new zone ordinance, the mandamus judgment not having become final, and being annulled upon the showing of a new valid zone ordinance which prohibited the erection or use of plaintiff's property for a store. (288 Pac. 1092.)

Art in Los Angeles County.—In Los Angeles County there is a Civic Bureau of Music and Art. This bureau has just prepared and distributed a beautiful brochure bearing the title, "Culture and the Community, Los Angeles County." It is an impressive listing of the cultural opportunities of Los Angeles and environs, containing many pictures with sections on museums and art collections of Southern California, on painting and sculpture, on architecture, on music, on libraries, motion pictures and the dramatic opportunities of the region.

It is interesting to note the recognition of the part which the public departments are playing in the cultural development of Los Angeles. The superintendent of the Los Angeles Playground and Recreation Commission is a member of the advisory board of the committee and the musical and handicraft activities of the public departments of the cities within the region are mentioned along with the others.

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MUELLER

PLUMBING BRONZE AND VITREOUS WARE

Just say I saw it in Pacific Municipalities

SECRETARY'S PAGE

(Continued from Page 288)

WORKMEN'S COMPENSATION

Question: The other day a man, while under the influence of liquor, climbed way up high on the framework of a scenic railway that we have in our city, and it became necessary to send for the fire department and take him down by means of the hook and ladder. Now then, if a fireman should be injured in rendering that kind of service, would he be entitled to benefits under the Workmen's Compensation Act?

Answer: Not unless you had an ordinance requiring the firemen to render that kind of service in addition to the service of preventing and extinguishing fires.

Question: A member of the council has requested me to write you regarding the status of an appointive officer living outside the corporate limits of the town. Would it be illegal for the marshal (chief of police) and ex-officio tax collector, also holds the office of street superintendent, to have his home outside of city?

Answer: As a general proposition it would seem to be that "unless provided by constitution or statute, a municipal officer may be elected from nonresidence." (Vol. 28, Encyclopedia of Law, page 412.)

The general laws governing cities of the sixth class provide in Section 857 that no person shall be eligible to hold the office of trustee (councilman) unless he be a resident and elector therein and shall have lived in the city for one year preceding his election. However, this would seem to apply exclusively to the office of councilman.

Outside of that there is nothing in the constitution or general laws requiring residence in the city as a qualification for office nor is there anything in the Political Code requiring a residential qualification of a city officer.

Question: In the case of street assessments in a municipality is it possible for owners of lots against which an assessment is levied to refuse to pay said assessment, thereby forcing the municipality to take over the lots or pay the assessment?

In the case we have in mind if the lots were sold it would be impossible to raise from them the amount of the assessment.

If there are any court decisions covering the above-mentioned matter, will you kindly inform us of the same?

Answer: We presume you are referring to street assessments for which 1915 bonds have been issued. Under this act bonds are issued for the aggregate amount of the unpaid assessments. (Sec. 1.)

The installments of interest and principal are collected at the same time and manner as principal taxes and are subject to the same penalties for delinquency. (Sec. 12.) Upon default the lands are sold in the same manner as if for delinquent taxes. The city may be purchaser at such sales. Further it says the city shall be purchaser in case there is no other purchaser; also, upon demand of the tax collector the city must levy a special tax not to exceed 10 cents to enable the city to purchase lands in case of default. (Sec. 12 and Sec. 16.)

In Sec. 16b it is provided that if any deficiency exists for one year the council may levy a supplemental assessment to meet the deficiency.

In the case of Federal Construction Company vs. Wold (30 Cal. App. 360) it was held that the provision that the city must purchase the property in the absence of any other purchaser, was valid. Under the circumstances it would seem to be mandatory for the city to purchase in case of default.

Question: One of the members of the city council is the manager (on a fixed salary), and a small stockholder in the Contra Costa Farmers' Association.

This association has the rock bins and unloading machinery of which the town would like to avail itself. Can this Farmers' Association store and unload rock and legally be paid for the same out of the general fund of the town?

We now purchase rock direct in carload lots from another private company in the name of the city and unload it at great expense by hand labor.

Answer: You cannot pay the association out of the funds of the city for the expense of unloading the rock, on account of a member of the council being interested in the association. There is no doubt but that it would constitute a direct violation of Section 886 of the Municipal Corporation Act. It is to be regretted that you cannot employ the association to do this work under the circumstances, but the courts have made a very strict interpretation of this section of the law regardless of the circumstances surrounding the case.

Question: I notice in the December number of PACIFIC MUNICIPALITIES that on April 14, sixth class

cities will elect clerks, treasurers, members of city council. Does this mean that where clerks and treasurers were elected in 1928 that they come up again in 1930, or was this only for cities where clerks and treasurers were elected in 1926?

Answer: The term of office, of course, is four years, and those who were elected in 1928 will not come up for election again until 1932.

B

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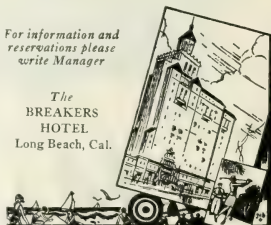
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CALIFORNIA'S IDEAL CLIMATE

WEALTH GOES BEGGING

By J. L. POMEROY, M. D., *County Health Officer*

It seems commonplace to point out the tremendous wastage of human life from preventable disease and accidents, but it has become a fixed habit of people to emphasize wealth only in terms of real property, of machinery and manufactured products. We quite forget that human life exceeds in value all such goods by a very large margin. Human capital is the county's greatest asset, and yet to a large extent the value of preventive methods is but little realized. It is only when earnings cease through illness that the average citizen realizes the value of health and vigor. Money is spent freely to build hospitals and provide means for the cure of the sick, but expenditures for prevention of disease and conservation of health lag far behind expenditures for nearly all other purposes. In this period of economy and curtailing of public expenditures, it is particularly important to direct the attention of the public to the development of our

greatest source of wealth and prosperity, the health of our citizens.

Public health pays large dividends, but it is a commodity requiring both the expenditure of adequate sums of money and intelligent co-operation. It is exceedingly dangerous and false economy to curtail expenditure or to neglect the education of the public in health and hygiene. While a saving may be made on the public ledger, the costs of epidemic disease actually far exceed such apparent economies. The losses are not only in human life but directly affect trade, business conditions and tourist traffic.

It costs nearly \$10,000 to raise a child to age eighteen, but the future net earnings of such a child born in a family of the \$2,500 annual income class is nearly \$30,000. In the income class of \$5,000, a child at eighteen has a potential value of nearly \$35,000. The actual maximum value of a man occurs at age thirty-two when the net future earn-

ings are nearly \$50,000. The wastage from sickness alone amounts to two per cent of the total production of all wealth in the county. The total value of human life in the county is more than five times the value of all real property.

The health department deals directly with the machinery to prolong human life and to increase vigor and efficiency. County health records show that the investment of the taxpayer in this work is paying large dividends.

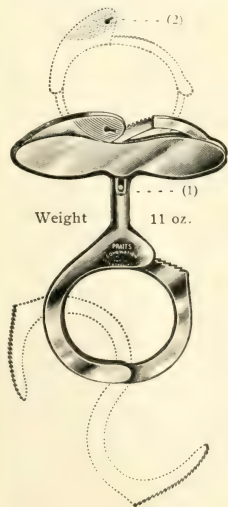
Colorado has 9000 miles of state highways, 3000 miles of which have been improved.

The Mount Evans Drive, the highest automobile drive in the world, is in Colorado.

In the mountains of Colorado there are fifteen species of conifer trees, one of juniper, growing as a shrub; four species of cottonwoods, one hackberry, one quaking aspen—while among shrubs are listed scrub oak, birch, alder and willows—the willows sometimes appearing as mountain trees.

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The upper cuff folds into the handle of the COME-ALONG. When the upper cuff is raised from the handle and locked (see dotted outline) the lower cuff is automatically double-locked and neither cuff can be opened except by a quarter turn upward of the key in pick-proof lock in upper cuff (Fig. 2). If prisoner resists after having first or lower cuff on one wrist, a slight twist of the COME-ALONG will make him quite willing to place his other wrist in the upper cuff. This can be done without letting go of the handle or losing control of the prisoner.

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MUNICIPAL ASSOCIATIONS

SOUTHERN CALIFORNIA ASSOCIATION OF CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS

Redondo Beach, California, July 19, 1930

By RUTH E. MEILANDT, *Secretary-Treasurer*

On July 19 the members of the Southern California Association of City Clerks, Auditors, Assessors, and Treasurers assembled at the Masonic Temple in Redondo Beach at about 11:45 a. m. and after the hearty greetings and handshaking among the members, after a two-month interval, a tasty and well-arranged luncheon was served, with the city of Redondo Beach as host. City Clerk Mangold and City Treasurer Anderson had charge of the arrangements.

James Dalton, Secretary of the Redondo Beach Chamber of Commerce, acted as toastmaster, and handled the situation most adequately. He presented first, Her Honor, Mayor May B. Hopkins, who most enthusiastically welcomed the association to Redondo Beach. She told of the growth and progress of her city and of the splendid cooperation in the administration of their municipal affairs. At the close of her address the other host-city officials were introduced.

Music Furnished

During the luncheon, music was furnished by an instrumental trio composed of Vanita Sutton, Darlene Dwan and Rita Woodcock. Another highlight of the luncheon was the community singing led by Captain Van Hellen, musical director of Redondo Beach schools, with his daughter Miss Van Hellen as accompanist. He injected a peppy enthusiasm into the voices of "them that city officials," and the lights actually dimmed as the rafters rang in song.

The singing put everyone in just the right frame of mind to receive a clever playlet entitled "In the Mayor's Office." The players, being Mrs. Ione Gale Ihm, Mrs. Ellis T. Yarnell, and Mrs. Howard S. Dean, were members of the Pandora Players, a Redondo Beach drama organization. A triangle plot was depicted where the mayor's wife cleverly and tactfully induced her husband's secretary to cease her personal interest in him, her persuasion being a mild form of blackmail. As Toastmaster Dalton commented, the moral was "Do right and fear no man, don't write and fear no woman."

Mrs. Mark W. White of Tujunga made an announcement of a summer festival season of John Steven McGroarty's plays, which will be presented among the live oak trees at his home in Tujunga beginning on August 9. Mr. McGroarty has manifested much interest in the association, and the members were glad to hear the announcement.

Business Session

The gavel was handed to J. Oliver Brison, President, of the Association, as the meeting proceeded into the business session.

President Brison called for individual introductions, and representatives numbering about ninety, stood and gave their names, titles, and the city represented by them. Twenty-eight cities were repre-

sented at the gathering, from Ventura on the north to San Diego on the south.

The League of California Municipalities was represented by Murray B. Bothwell and D. T. Conroy of PACIFIC MUNICIPALITIES, Los Angeles office.

William Henley of the School of Public Administration of the University of Southern California, who has been in the East for the past year, was present and told of his sojourn away from California and his satisfaction in returning, urging support for the School of Citizenship and Public Administration.

Notice of a proposed amendment to the Constitution and By-Laws of the association having been given to the members with the regular bimonthly call to meet-

ferred to specifically in these by-laws, shall be eligible to honorary membership; or any member who has held office in the association for a period of not less than six months, who by reason of his or her resignation from public office shall cease to be entitled to active membership, shall be eligible to honorary membership, and also eligible to continue as an officer of this association for the term of his or her office in the association, provided the same shall be determined by majority secret ballot of the membership of the association present at any regular meeting."

Matters of Business

Two matters of old business, being the resignations of J. Oliver Brison as president and George Wood as program chairman, were brought to the attention of the association. As President Brison has recently been reappointed by the Council of Long Beach as City Clerk of his city, and his eligibility for active membership reestablished, and as George Wood can continue in office as an honorary member under the new amendment, it was the general wish of the gathering that the two much discussed resignations be unanimously assigned to the "waste basket," and a general outburst of applause greeted the inevitable action.

George Wood, program chairman, told of his recent trip to Vancouver, British Columbia, and expressed his appreciation for the action of the association relating to his membership in the association.

An invitation was tendered by H. C. Peiffer of South Gate to hold the meeting of the association in his city on September 20, 1930, which will be just a few weeks before the annual convention of the League of California Municipalities. The invitation was unanimously accepted, and Mr. Peiffer was assured of a large attendance.

John M. Hungate

Program Chairman George Wood introduced John M. Hungate of the Los Angeles Bureau of Budget and Efficiency, who presented a paper on "Cost Statistics for Cities." He discussed the matter of municipal accounting on a basis of receipts and disbursements versus a cost accounting system, and pointed out the merits of the latter system, remarking that the value of cost statistics for cities is very apparent, and that a complete or insufficient accounting system is an index to efficient or slack administration. His paper was very much appreciated by those in attendance, as the information and discussions presented by him were practical and most usable.

Joseph M. Lowery

Program Chairman Wood next presented Joseph M. Lowery, chief accountant in the office of the City Auditor of Los Angeles, and he gave an address on the subject of "Preparation and Presentation of Reports for the Use of Governing Body and for the Public." Mr. Lowery pointed out the necessity of promptness and appearance in municipal reports, stating that same should be drafted in an understandable and interesting manner, keeping in mind that the general citizenry as well as the executive administration will peruse the same. He presented his opinion as to the most effective manner of setting up the necessary charts and data for municipal reports and reviewed twenty points of a good municipal

PRESIDENT



J. OLIVER BRISON

ing, Glenn E. Chapman, City Clerk of Glendale, was called upon to present the proposed amendment. After discussion, upon motion duly made, seconded and carried, the following resolution was adopted:

Be It Resolved, That Section 3, Article III, relating to membership in the Southern California Association of City Clerks, Auditors, Assessors, and Treasurers, be amended to read as follows:

"Any regularly elected or appointed city or county official not otherwise re-

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pal report. He suggested the value of an efficient accounting system in the preparation of municipal reports.

Mr. Lowery's remarks were very instructive and helpful, and his presence at the meeting was indeed beneficial and appreciated.

Ivan A. Swartout, President of the State Section of City Clerks, Auditors, Assessors, and Treasurers, called attention to slips which he had passed out upon which were noted suggestions for consideration as amendments to the Municipal Corporations Act Affecting Sixth Class Cities, having to do with an increase in the number of councilmen from five to seven members, a budget plan for cities, and a proposed increase in the purchasing limit. He requested that the members of the association give the suggestions their thought and consideration, a vote to be taken upon them at the next regular meeting.

City Manager Charleville

City Manager Charleville addressed the association for a moment, congratulating them on their good fortune in the reappointment of Oliver Brison as City Clerk of Long Beach, and thereby making possible his continuance in the office of president of the association, expressing his deep appreciation and admiration for the progress of the organization under the leadership of Mr. Brison. The applause which greeted the complimentary remarks was evidence that the members of the group agreed unanimously with his expression.

Preceding adjournment, Mayor Hopkins announced that the beautiful carnations, for which the city of Redondo Beach is famous, and which adorned the tables during luncheon, could be taken

PROGRAM OF THE 37TH ANNUAL CONVENTION PACIFIC COAST ASSOCIATION OF FIRE CHIEFS, OAKLAND, CALIF. SEPTEMBER 1-4, 1930

Monday, September 1

9:30 a.m.—Opening session. Music by Pasadena and Oakland Fire Department bands.

10:00 a.m.—Address of welcome by city officials.

Introduction of distinguished guests.

Address by International President, R. J. Scott.
President's Coop's Message.

11:00 a.m.—Memorial service—Oakland Auditorium.

12:00 m. —Official photograph.

1:30 p.m.—Address, Teaching How to Teach, by Professor Mallory, University of California.

2:30 p.m.—How a Fire College Should be Conducted, by Capt. Wm. Tebbets.

3:15 p.m.—"Administration," by Chief Sam Dodd.

3:45 p.m.—"Care of Equipment," by Sam Birmingham, San Francisco.

4:15 p.m.—"Care of Hose" by Chief Sam Dodd.

4:35 p.m.—"Head and Pressure," by Capt. Joe Gowell.

as souvenirs of the occasion, and further announced that arrangements had been made for members to enjoy the privilege of swimming in the Redondo Beach plunge, the largest salt-water plunge in the world, an exhibition of the association badges being the only fee for admission. It is needless to say that many of the dignified city officials took advantage of the offer and splashed and swam to their hearts' content in the waters of the Redondo plunge and surf.

All agreed that the meeting had been most worth while and that the city of Redondo Beach, rated among the best as a host city, and the gratitude of the organization was most adequately expressed by our genial president, preceding adjournment.

Those who were in attendance are listed as follows:

Anaheim

Charles A. Boege, City Treasurer.

Azusa

Mae A. Hynes, City Clerk.

Burbank

William E. Smith, City Treasurer; Mrs. William E. Smith, guest; Miss Beulah Brandt, Superintendent of Streets' Clerk; F. S. Webster, City Clerk; Mrs. F. S. Webster, guest.

Chino

M. L. Birnie, City Clerk and Assessor; Ethel Jorgensen, Deputy City Clerk; Edwin Rhodes, City Treasurer.

Compton

R. B. Hedrick, City Treasurer.

Coronado

J. H. Quartley, City Auditor.

Fillmore

C. Arrasmith, City Clerk and Manager; E. M. Hume, Chief of Police.

Glendale

Glenn E. Chapman, City Clerk; J. W. Charleville, City Manager; Jack C. Albers, City Engineer; Blanche H. Gartley, City Treasurer; Jewel Albers, guest.

Hermosa Beach

Mrs. Logan R. Cotton, guest.

Huntington Beach

W. P. Mahood, City Clerk; Agnes-Ross Platt, Deputy City Clerk.

Inglewood

Harry R. Spaulding, City Treasurer; Mrs. Harry Spaulding, guest; Ray Darley, Councilman.

Long Beach

J. Oliver Brison, City Clerk; Mrs. J. Oliver Brison, guest; Mrs. J. M. Brison, guest.

Lynwood

C. Reed, City Treasurer; R. W. Anderson, City Clerk.

Montebello

L. D. Ashleigh, City Treasurer.

Monterey Park

A. W. Langley, City Clerk; Mrs. A. W. Langley, guest; John Langley, guest.

Ontario

D. B. Wynne, City Clerk; David Evans Wynne, guest.

Pasadena

George H. Wood, Certified Public Accountant; Ruby Wood, guest.

Redondo Beach

C. C. Mangold, City Clerk; Mrs. C. C. Mangold, guest; Mayor May B. Hopkins; James H. Dalton, Chamber of Commerce; George H. Anderson, City Treasurer; C. H. Van Hellen, Musical Director; Vivian A. Van Hellen, guest; Mrs. Bernhardt D. Bundy, guest; D. L. Bundy, City Engineer; Paula Claire Dean, guest; Nell M. Yarnell, guest; Ione Gale Ihm, guest; Vera Midgley, Deputy City Treasurer; Ella Hoyt, Deputy City Clerk; Florence Flahive, Deputy City Clerk; Mrs. M. N. Burney, Assistant Librarian; Louise Molnar, guest; Mrs. Florence Bertelsen, guest; Lenore Brison McMillan, guest; Harry Polglase, City Attorney; J. Russell Shea, Councilman; Logan R. Catton, City Auditor.

San Buenaventura (Ventura)

Ruth E. Melandt, City Clerk.

San Diego

C. K. Stout, City Auditor.

San Fernando

Ivan A. Swartout, City Clerk.

Signal Hill

George H. Cooper, City Clerk; Mrs. George H. Cooper, guest; Kathryn V. Slater, City Treasurer.

PROGRAM—Continued

4:55 p.m.—"Use of Auxiliary Building Equipment," by Chief Sam Dodd.

7:00 p.m.—First aid demonstration at Municipal Auditorium.

8:30 p.m.—Get-together party.

Tuesday, September 2

8:30 a.m.—"Building Inspection and Salvage," Fox-Oakland Theatre. Sound pictures, Chief Sam Dodd.

9:30 a.m.—"Auxiliary Alarm System," by Batt. Chief McComber, San Francisco.

10:00 a.m.—"Electrical Hazards," demonstrations, by Capt. Joe Gowell.

10:30 a.m.—"Functions of a Fire Prevention Bureau," Not assigned.

11:00 a.m.—"Exposures," by Chief Sam Dodd.

11:30 a.m.—"Arson," by Capt. Wm. Groce, Washington.

2:00 p.m.—"Hospital Hazards," by Capt. Murray.

2:30 p.m.—"Suction," by Capt. Joe Gowell.

3:00 p.m.—"Ventilation," by Chief Sam Dodd.

3:30 p.m.—"Discharge," by Capt. Joe Gowell.

4:00 p.m.—"Oil Fires," moving pictures and slides, by Chief Sam Dodd.

4:30 p.m.—Intermission—10 minutes.

4:40 p.m.—"Friction Loss," by Capt. Joe Gowell.

5:10 p.m.—"Fire Streams," by Chief Sam Dodd.

8:00 p.m.—Round table discussion.

11:00 p.m.—Stag smoker.

Wednesday, September 3

9:00 a.m.—"Refrigeration," by Mr. Newell, San Francisco.

9:30 a.m.—"Brush Fires," by Chief Sam Dodd.

10:00 a.m.—"Underwriter's Formulas," by Capt. Joe Gowell.

10:20 a.m.—"Watchman's Duties," by Chief Sam Dodd.

10:40 a.m.—"Mental Calculation," by Capt. Joe Gowell.

11:20 a.m.—"Engine Hook-up" demonstrations by Capt. Wm. Tebbetts.

1:30 p.m.—Visit to exhibits.

3:00 p.m.—Mayors, Commissioners and City Managers sessions.

3:00 p.m.—Fire Alarm Telegraph meeting.

3:00 p.m.—Master mechanics meeting.

6:00 p.m.—Banquet and ball.

Thursday, September 4

9:30 a.m.—Business session, reports of committees, election of officers, selection of next convention city. Adjournment.

Friday, September 5

Visit to California State Fair, Sacramento.

Chairman of Exhibits Committee, Chief Geo. Haggerty, Berkeley.

Chairman of Dinner Committee, Frank J. Agnew, San Francisco.

Slides and moving pictures with all lectures.

The celebrated San Francisco Blue Goose Glee Club will entertain us through the banquet.

South Gate

H. C. Peiffer, City Clerk; Mrs. H. C. Peiffer, guest; J. Thomas Webb, Bookkeeper; Mrs. Orpha Mortz, Assistant Bookkeeper.

South Pasadena

H. W. Huntzinger, City Treasurer; J. H. Huntzinger, guest.

Tujunga

Mrs. Mark W. White, guest; George M. Krone, Judge; Bertha A. Morgan, City Clerk; John O'B. Bodkin, Mayor; Effa E. Bodkin, guest; Harry M. Rice, Fire Chief and Street Superintendent; Grace Rice, guest.

Whittier

Debbie E. Allen, City Clerk; John H. Dimmitt, guest.

Special Guests

D. T. Convoys, City Municipalities; Murray B. Bothwell, Pacific Municipalities; Helen Bothwell, guest; R. C. Allen, A. D. Macleod Company; Joseph M. Lowery, Chief Auditor; John M. Hunge, Budget Investigator; William B. Henley, U. S. C., all of Los Angeles.

SAN DIEGO COUNTY LEAGUE OF MUNICIPALITIES

By CHAS. F. RICHARDSON, Secretary

The San Diego County League of Municipalities met in regular meeting in the City of San Diego on Friday, August 1, where dinner was served at The Golden Lion Cafe at 6:30.

During the dinner, the Aeolian male quartet rendered a number of selections—the rare blending of their voices and their fitting selections adding much to the enjoyment of the evening.

After dinner, the League was called to order by President Andrews and the minutes read.

The roll was called, representatives being present from seven cities with sixty-four members responding.

Mayor Requa of National City spoke of their new \$11,000 swimming pool, its celebration occurring on its opening on Saturday, August 2.

City Clerk Spier

City Clerk John Spier spoke of the near completion of their pool at Escondido, and Mayor Stell called attention to the fact that El Cajon already has one in operation, being next to La Mesa, in its construction.

Representative Ball of La Mesa called attention to the fact of their Annual Flower Fiesta.

Ex-Councilman Bruchi of San Diego was a guest and President Andrews spoke glowingly of the old pioneer.

The gavel was then turned over to Mayor Harry Clark of San Diego, who introduced Richard S. Requa, architect, who had recently made a good-will trip to Mexico, and who then proceeded with an address on the trip taken, illustrated most profusely with four reels of pictures. He spoke glowingly of the good will manifested on the part of all the people whom they met and an evident desire on the part of the people to cultivate more friendly relations with us, and he called for a more friendly and sympathetic interest on our own part.

A unanimous vote of thanks was extended San Diego for the entertainment given.

The League will meet at Escondido on Friday, September 5.

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INTERNATIONAL CITY MANAGERS' ASSOCIATION CONVENTION

The seventeenth annual convention of the International City Managers' Association will convene in San Francisco September 24 for a four-day meeting. These meetings are open to all public administrators and to all students of government.

The local arrangements committee on the Pacific Coast is doing everything within its power to make the forthcoming convention at San Francisco an occasion to be remembered. Hollis R. Thompson, recently appointed city manager of Berkeley to succeed John N. Edy, is the chairman, and the other members of the committee are: H. K. Brainerd, R. M. Dorton, J. W. Charleville, Clifton E. Hickok, A. E. Stockburger, Emery E. Olson, Samuel C. May, E. A. Cottrell, William H. Nanry, W. J. Locke and Oscar F. Weissgerber. In addition Mrs. Paul Eliel is heading a committee which will provide special entertainment for the visiting ladies.

The luncheon and banquet speakers this year include the following: Honorable C. C. Young, governor of California; Honorable James Rolph Jr., mayor of San Francisco; Hon-

orable T. E. Caldecott, mayor of Berkeley; Chester H. Rowell, lecturer and world traveler; E. A. Cottrell, Stanford University; Samuel C. May, University of California; William B. Munro, Harvard University; Rolland Vandegrift, executive secretary, California Taxpayers' Association; W. J. Locke, executive secretary, League of California Municipalities, and Robert Sproul, president, University of California, who will address the final luncheon on Saturday noon at the International House on the University of California campus.

Four main sessions will be held during the convention, featuring four important phases of municipal administration which have not been discussed at recent conventions of this association. They are: Personnel administration, municipal finance, police administration, and reporting to the public. Prominent city managers and outstanding authorities in their respective fields have consented to prepare papers on various problems in these four fields. A new feature which will be tried out this year provides that upon registering any one may arrange for a personal interview with any one else in attendance. In this

way opportunity will be provided for the discussion of specific problems with an authority in that particular field.

Two of the entertainment features already planned include a sightseeing trip around the bay region for Thursday afternoon, and attendance at a football game between the University of California and Santa Clara University on the last afternoon.

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Service Bureau

Requests for advice or assistance on matters pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league.

It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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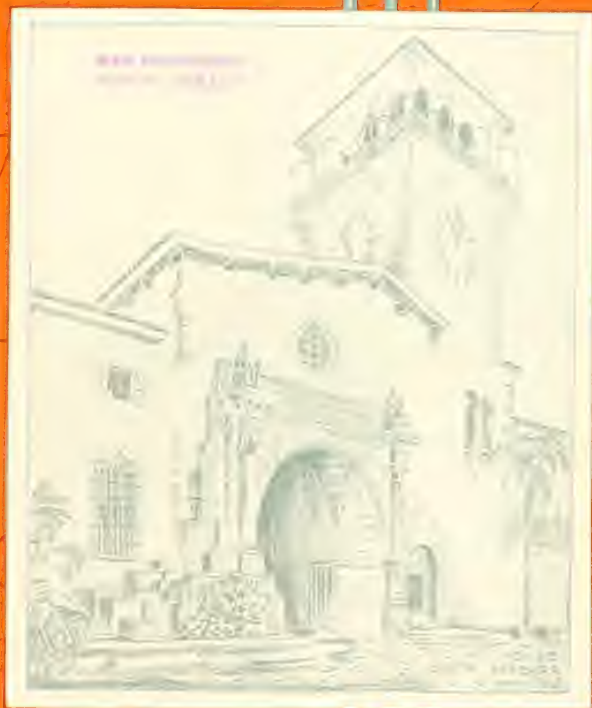
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1980



PACIFIC MUNICIPALITIES CONVENTION

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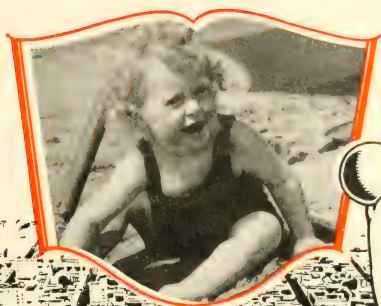
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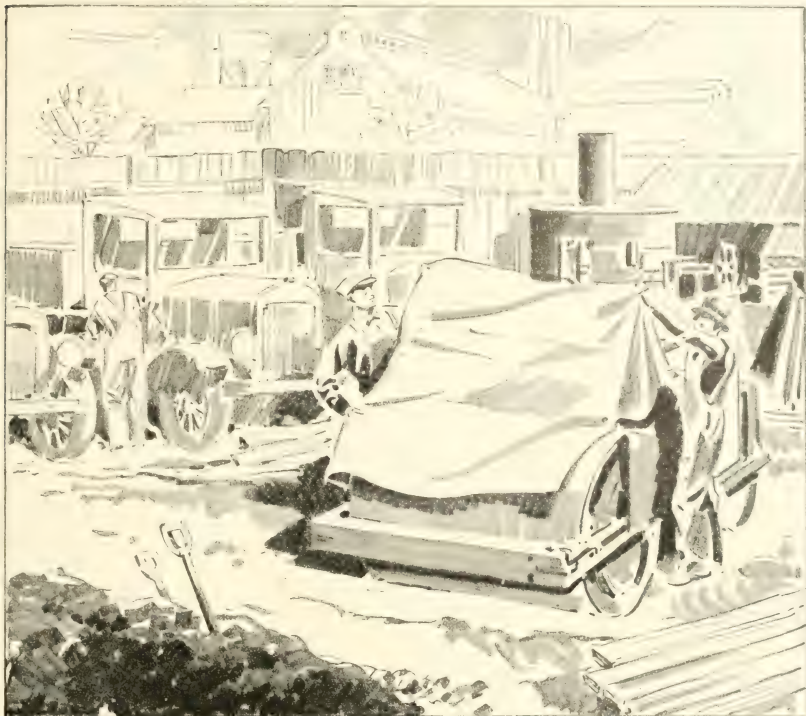
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Secretary's Page,

by Wm. J. Locke Secretary-Manager

PUBLIC UTILITY SERVICE DEPARTMENT

The committee appointed on the question of establishing a public utility service department held a meeting in the office of the city attorney at Los Angeles on Friday, August 29, 1930, the following members being present: A. C. Stockburger, city manager of Alhambra; C. H. S. Bidwell, mayor of Sacramento; Commodore A. B. Fry, councilman of Coronado; Milton Bryan, executive assistant city attorney of Los Angeles and Wm. J. Locke, secretary-manager of the League. J. J. Deuel, manager of the Law and Utilities Department of the California Farm Bureau Federation was also in attendance by special invitation. Preston Higgins, city attorney of Oakland, was taken suddenly ill the day before the meeting and consequently was unable to attend.

It was unanimously agreed by those present that the organization should be established. Attention was called to the fact that some question had been raised as to the policy of establishing regional organizations rather than one statewide organization, but after thorough discussion it appeared to be the opinion of everyone present that the organization should be statewide rather than regional. Mr. Deuel of the Farm Bureau Federation was very sure that that would be the best policy.

The question as to whether membership in the department should be optional or otherwise was also the subject of considerable discussion. In that connection it was pointed out that those cities owning and operating their own utilities would not require the services of the department as much as those served by the private companies, wherefore it might be held that there

would be some little injustice in requiring them to pay the same share of the expense as the other cities. However, there seemed to be a strong sentiment in favor of making the service of the department one of the regular functions of the League and raising the dues of the League sufficiently to maintain it. Secretary-Manager Locke expressed the opinion that the League would furnish an office for the department without expense.

It was further agreed that while the department should be under the direct charge of a manager, his activities would be subject to the general supervision of the secretary-manager and board of directors.

The secretary-manager was asked to send out a request to all the cities of the state for a report as to the amount of money they had expended during recent years in proceedings before the railroad commission, including the amount expended for engineers, attorneys, accountants and other special experts. It was believed that these reports would show the expenditure of a stupendous sum of money for that purpose, and prove conclusively the importance and value of establishing such a department. The committee adjourned with the understanding that Chairman Bryan would prepare a tentative report for the convention which would be taken up by the committee for consideration at another meeting to be held on the afternoon of Sunday, October 5, 1930, in the lobby of the Hotel Virginia at Long Beach.

INCREASED FREIGHT RATES SOUGHT FOR ROAD AND GAS OIL

Information was recently received at the League headquarters of the filing of an application by the Pacific Freight Tariff Bureau for permission to increase the freight rates on road oil and gas oil from the fields. As this would mean an increase in the cost of street and highway work and likewise have an effect on the rates for natural gas, steps were taken at once to see what

could be done toward resisting the application. A communication was at once addressed to the Railroad Commission requesting a copy of the application. Steps were also taken to interest the state highway commission in the application.

MINIATURE GOLF COURSES

Within the past few months, and seemingly overnight, miniature golf courses have sprung up like mushrooms in practically every city in the country. More of them are being added every day.

From several sources demands have been made that these miniature golf courses be regulated, especially as to the closing hours and location. Likewise it seems to be the general consensus of opinion that they should be prohibited in residential districts, and it is generally agreed that they should be required to pay a license tax for both revenue and regulation.

An important question involved, and a question that is more difficult to answer than one would imagine, is regarding the amount of tax that should be imposed for the improvements. Assessors are required under the law to assess improvements for their "full cash value," and while these miniature golf courses represent an expenditure ranging from \$2500 to \$15,000, the expense involved cannot be used as a basis for determining their full cash value. The nature of the improvements is such that they cannot be used for any other purpose, and if a miniature golf course should fail to receive sufficient patronage to pay expenses, it is doubtful if the improvements would have any value whatever, regardless of their cost. On that account some assessors are inclined to the opinion that they would not be justified in imposing any tax for improvements. If that reasoning is correct there would be more justification for imposing a heavier license tax for revenue purposes. Regulatory ordinances have been received at the League headquarters from all over the United

(Turn to Page 382)

LAST CALL TO
THE MUNICIPAL EXHIBITION

32nd Annual Convention of the League of
California Municipalities at Long Beach,
Hotel Virginia, October 6-11



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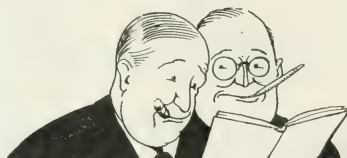


There are now available only
three booths, but arrange-
ments can be made to take
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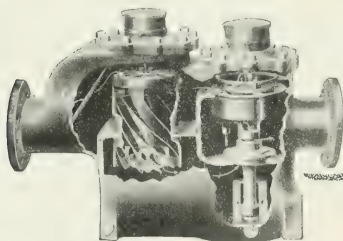
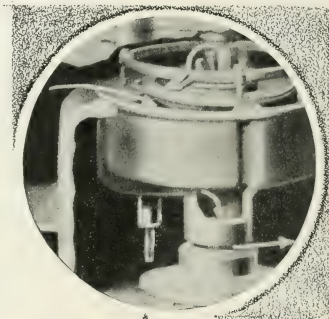
The only Official Program of the Convention will be contained in the October issue of
"Pacific Municipalities," official organ of the League of California Municipalities and
of the League of Oregon Cities.

NO.
9WATCH FOR
NO. **10**

INSIDE INFORMATION

EVERY Keystone Compound and Arctic-Tropic Compound Water Meter is equipped with a patented by-pass arrangement. The disc side of the meter is never entirely inoperative. As the valve lifts, thereby putting the current side of the meter in operation, the valve automatically opens the small by-pass. This allows a small stream of water to pass through and be measured by the disc meter, so that it is continually in operation.

Any chance is eliminated of the disc meter becoming sluggish or sticking in event the flow of water is so great that the current side is in operation most of the time.



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The advertiser will be pleased if you mention Pacific Municipalities



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Supt., Sewage Disposal
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Governmental Executives

(Series No. 19)

Portraits of busy officials who devote their efforts to the upbuilding of the Western Empire



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Mayor
RICHMOND, CALIF.

A NATIONAL CRISIS

HOOVER PLANS AID AS DROUGHT SHORTAGE OF FOOD NEARS CRISIS

Yield Cut With Cattle Starving; Grain Crops Wiped Out

4 GOVERNMENT AGENCIES PLAN DROUGHT RELIEF

Torrid Heat Makes Large Part of U.S. Virtual Desert

Trop Losses May Total \$500,000,000—Local Shower and Northwest Wind Afford Relief in Spots—No General Let-up in Sight


CONFERENCE!

HOOVER CALLS MEETING OF 12 GOVERNORS TO AID DROUGHT RELIEF PLAN

FARMERS DROUGHT

Federal Board to Lend Money for Livestock Feed

Text of Hoover's Statement On Drought Menace in Nation



Would 10% More Water Help Your Community?

IF your Community has an abundant water supply and does not fear drought, and if you can afford to waste 10 or 15% of your supply, this message is not meant for you. But if it is important for you to conserve every drop of water, as it is in practically every other city from Maine to California; if you need some way of tiding over the present crisis, you should

CONSIDER THE IMMEDIATE INSTALLATION OF HERSEY WATER METERS.

You may not be principally concerned in increasing your revenue during the present crisis, but you are concerned with conserving every single drop of water, and there is just one way to do it—INSTALL HERSEY METERS. You must stop those small leaks which the other kind of meters fail to detect. These small leaks, in the aggregate, may amount to anywhere from 5 to 15%, or even more, of your entire pumpage. This may mean

just the difference between an adequate supply and a water famine.

This is no time to quibble over a few cents. Your Community's safety can't be measured by cents nor even by dollars. Hersey's 100% accuracy and low maintenance cost will offset any difference in initial price. What is far more important at the present time, Hersey Meters will detect all the thousands of leaks, and when the consumer who is now ignoring all those leaks has to pay for this wastage, he will stop this unnecessary loss.

Our country-wide organization is ready to serve you. Write to the Branch Office nearest you or direct to factory headquarters.

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HERSEY MANUFACTURING COMPANY Main Office and Works: Corner E and 2nd Streets, South Boston, Mass. Branch Offices: NEW YORK CITY, 290 Broadway; PORTLAND, ORE., 475 Hoyt Street; PHILADELPHIA, PA., 313 Commercial Trust Bldg.; ATLANTA, GA., 510 Haas-Howell Bldg.; DALLAS, TEX., 102 Praetorian Bldg.; CHICAGO, ILL., 10 So. LaSalle Street; SAN FRANCISCO, CAL., 690 Market Street; LOS ANGELES, CAL., 450 East Third Street

LOS ANGELES SCHOOLS

Efficient Methods Save Dollars for the Los Angeles City School District

By VALERIE WATROUS



WILLIAM E. RECORD
Business Manager, Los Angeles Schools

MORE than ten years ago, when the enrollment in the Los Angeles city school district began increasing from 30,000 to 40,000 pupils in a period of ten months, and half-day sessions throughout the system were the rule rather than the exception, since there were approximately three students for every desk, the people of Los Angeles and the Business Department of the Board of Education determined to do something about it.

The people did that "something" by supplying the money, and William E. Record, business manager, responded to the need by establishing standards of construction that saved time and labor in the erection of school buildings.

Experience Applied

The experience that grew out of those hectic years has been applied in less strenuous times and will be tested again in the very near future, since the enrollment for 1929 and 1930 in the Los Angeles city schools totaled 404,351, an increase over the preceding year of 36,718, according to the annual report filed by Frank A. Bouelle, superintendent of schools, on July 1.

William E. Record, business manager for the Board of Education, has devised a program which tells the Architectural Department and

A. S. Nibecker, Jr., its advisor, the exact requirements and activities to be provided for, and the progress of the work from the day the preliminary sketches are approved by the Board of Education until the last piece of equipment has been set in place, and the key to the new building turned over to the superintendent.

WILLIAM E. RECORD

Business Manager
Los Angeles Schools

In addition to his duties as head of the Business Department of a school district in which more than \$130,000,000 has been invested in land, buildings and equipment, Mr. Record serves his own community as member of the city council of Beverly Hills, Calif.

One of the most recent outstanding achievements in rapid but sound building construction was the completion of three junior high schools last year. But five months and eighteen days elapsed between the awarding of the contract and the completion of the first structure;

the second cut down that time to four months and twenty-five days from the date of contract; and the third structure was completed and ready for occupancy within four months and twenty-two days from the date of awarding the contract. The work on these three buildings was begun less than thirty days apart.

Standardization Has Eliminated

The standardization developed under Manager Record's supervision has eliminated much detail work and hastens the building's completion. Classrooms, corridors, lavatories, the general type of finish, character of materials from which the finish of the building is to be developed, windows and doors, are all standardized.

The architect is given freedom in developing the style and design of the building, but he is not allowed to introduce innovations or variations that will effect these routine details. He must keep in mind the elimination of waste space. There must be no dead-end halls; every cubic inch in each building must be used to the best advantage.

In a twelve-unit building, for example, each unit is allowed approximately 30,000 cubic feet. If the architect's design calls for 40,000 cubic feet, a check is made at



PRACTICAL EDUCATION FOR YOUTH

*Top: Frank Wiggins Trade School; corner in cleaning and dyeing department.
Bottom: Jacob Riis School for Boys; boys at work in kitchen.*

once. Such a figure is much too high and it must be brought within the limits established by Mr. Record's previous building experience. "If an architect can give us a building on a basis of 29,000 cubic feet per unit—we pin a medal on his coat," Mr. Record explained, "and we haven't had that opportunity more than once in fifteen years."

Across the sixteen years that have elapsed since the first bond issue of \$4,600,000 was carried by a vote of seven to one, down to the last dollar of the last bond issue which carried a vote of twenty to one in 1924 and which totaled \$34,640,000, this method of standardization has been followed.

During the years from 1921 to 1929 the Architectural Division of the Business Department planned

and executed original work together with the additions to, and improvements in elementary, junior, and senior high schools, amounting to more than \$12,432,500.

Mr. Record explains the methods by which this distinguished program in school construction has been achieved. His first concern is in assigning commissions to architects, and in checking the work from the preliminary sketches through to the completion of the building. "Experience is the chief factor we consider in assigning an architect to design a Los Angeles school," Mr. Record pointed out. "Our first question is 'What kind of school building have you designed, and where was the work done?' On the result of this investigation rests our decision in awarding the commis-

Reputation as a Designer

"Reputation as a designer of office buildings or other large structures is not a guarantee of ability in planning a building for school purposes—so we choose only the man of experience in this line of work. Other essentials, the Business Manager pointed out, were: "Assurance of the architect's ability to follow instructions; to keep down costs, and to cooperate with the Business Department."

As the plans progress, there is a weekly inspection made, safeguarding the architect and the Business Department. The architect is spared the unnecessary outlay of labor and work which must be done over again if the work is unsatisfactory. This weekly check of the plans also saves time in the Business Department in completing the job for a particular date. Checking is done by Mr. Nibecker as head of the Architectural Department, or by one of his assistants. After the working plans have been finished, contracts are awarded.

Conferences Follow Award

Conferences follow immediately after the award, when the building superintendent of the Business Department and the contractor prepare a time schedule to show the exact number of days or hours, contemplated for the completion of each section of the work.

Triplicate copies of this schedule are made. One copy goes to the contractor; one goes to the superintendent who represents the Board of Education on the work; and the third copy is for the building superintendent in the Business Department. These schedules visualize the progress being made. If any part of the work is lagging, pressure is brought to bear, and that section speeded up to keep pace with the job. Lacking such a schedule, Mr. Record believes that the construction achievements carried out across the past ten years would have been impossible.

Each job of work is assigned to a superintendent from the Business Department. This representative acts as an overseer from the day the work begins until the structure is accepted by the Board of Education. An assistant superintendent also checks and watches minor details of construction.

Written Report Submitted

A written report is submitted by the superintendent on the job to the building superintendent in the busi-



PACIFIC PALISADES ELEMENTARY SCHOOL

Pacific Palisades Elementary School, designed by A. S. Nibecker, Jr., director of architectural division of Business Department, Los Angeles City School District. Building is true Spanish type, with top of tower and trim in blue and gold glazed tile.



FRANK WIGGINS TRADE SCHOOL

This complete and modern trade school cost taxpayers approximately \$1,000,000 to build and equip. Eighty trades are now taught free to adults in evening and day classes.

ness manager's department at the close of each day. Each week this report is supplemented by a complete survey of the progress made during the previous six days. Here again is the value of the adopted time schedule. With the aid of this time schedule, the detailed weekly report may be analyzed and steps taken to correct any variation that may be shown.

When the last bond issue of \$34,640,000 became available, the beginning was made on a program of 169 entirely new elementary buildings. More than \$20,000,000 of this money went to outside architects for new schools. At a cost of \$12,372,285, additions to existing structures were built.

Parents and students were clamoring for high schools. To meet this need, thirty-one new structures were erected, and additions were made to twenty-one of the senior high schools then in use. This meant the expenditure of \$8,222,706. A total of 255 schools, including additions containing from twelve to twenty classrooms, were built between June, 1924, and September, 1929. The total value of these buildings was \$26,094,476.

Only through efficiency methods could this mammoth program have been successfully carried on. In order to take care of the onswEEPing tide of school-age youth, more than 100 jobs were handled by the Business Department at one time. During this period of activity, the staff employed was very large. As soon as buildings were complete, the staff in the architectural department was reduced. Los Angeles stands alone in the enormous increase in school enrollment in the short period of ten years. No other Business department in the United States has been asked to solve as unusual and perplexing school building problems as those which confronted Mr. Record.

Among These Problems

Among these problems was the rapid growth of the city, and the optioning of school sites in advance of the subdivider to avoid excessive land costs. Conferences were also held with the City Planning Commission, with Gordon Whitnall at its head, that school buildings would not be erected on streets without taking into consideration the widening program then being planned by the commission.

In many instances, citizens protested the erection of schools in certain localities, insisting that there were not then sufficient students to justify building in that section. These same objectors lived to see the classrooms filled when the school was finally opened, and in some cases, additions were necessary within a year after occupancy. With the aid of the City Planning Commission, it was possible for the Business Department to forecast the trend of city growth. Notwithstanding the fact that Los Angeles was growing rapidly in all sections between the years of 1920 and 1928, there were still districts that outstripped others, and the need for schools quickly became an urgent one.

Increase in Enrollment

With a 40,000 increase in school enrollment during the past school year, the necessity of a bond issue to meet the need for new schools, as well as adequate building sites, is apparent. Already, existing school grounds are being crowded with new buildings to house the students, and the playgrounds correspondingly reduced in size. The importance of ample building sites, with generous playground space, not only for the present school



LOS ANGELES SCHOOLS ARE MONUMENTS!

Top: Jacob A. Riis School for Boys. Center: Nathaniel A. Narbonne Senior High School. Bottom: Los Angeles High School.

population but for the oncoming students, has always been the aim of the Board of Education and the Business Department.

At the present time, Los Angeles offers parents a system of education, with buildings of the highest standard and ample playgrounds, that stands second to no other city in the United States. In addition to the present equipment, there is also the assurance that school requirements will be met as rapidly as money is supplied to meet those needs, regardless of the section of the city in which additional classroom space is demanded.

There are 20 wild game refuges in the State of Colorado.

Among the 80 Continental Divide mountain passes 23 have good roads. There are 57 other prominent passes on the eastern and

western slopes, making a total of 137 mountain passes.

Two hundred and seventy-five thousand head of cattle and horses and 1,225,000 sheep graze in the national forests of Colorado.

Colorado is the horticultural center of the Rocky Mountain region and is one of the most important states in the Union in the production of quality flowers. Her gross floral industry amounts to \$5,000,000 a year.

More than 12,000,000 carnations were cut and sold in 1929, and more than half the nation received a share of its requirements. Five million roses are cut annually in Colorado, Baby's Breath is grown in Colorado for national consumption, and sweet peas attain their greatest beauty in the Rocky Mountain territory.

SOME IMPRESSIONS

From a Pacific Coast Tour

By GORDON WHITNALL

President, California League of Municipalities



MORE than a full month has passed since the termination of my tour among Pacific Coast cities. That month makes it possible to view the event with a perspective that an earlier recounting would have made impossible. The League office and PACIFIC MUNICIPALITIES have previously reported on my itinerary when it was current, so that needs no repeating at this time. In fact, the whole experience was such as to leave very definite personal impressions that may or may not be of interest to others.

Those Who Are Interested

That those who are interested may understand some of the physical elements of the trip, it may be said that it occupied from early in the morning of July 1 to early in the morning of August 1, and that during that lapse of time 4250 miles were traveled and some forty meetings were held. Generally described, the route north was by way of the valley and south by the way of the coast, though the road system of necessity compelled some doubling back. Weather conditions on the whole were fortunate. The hot spot of the trip, literally speaking, was in the San Joaquin Valley. The cold spot, even more literally, if possible, was at Crescent City. Everything in between was quite ideal, and was just such an array of climate as our respective chambers of commerce delight in dwelling upon.

A rather peculiar situation presented itself to my notice that may have been a coincidence, but I am afraid it was a reality. In every city I visited in which a local paper came to my notice, I observed rather prominently displayed refer-

ence to some local political scandal. It is the one subject throughout the whole trip that aroused my curiosity. Other things were of interest, but with the passage of time their importance has waned and there constantly recurs to mind that dominant note of scandal that seems to typify the publicity of public acts and public institutions in every city, large and small, from the Mexican border north well into British Columbia.

EDITOR'S NOTE.—*The impressions left with Mr. Whitnall on the trend of municipal thought as outlined in this article may well receive the careful attention and consideration of every student of municipal affairs.*

Mr. Whitnall is not an alarmist but rather a trained, careful thinker, whose first hand impressions following a trip of more than four thousand miles among Pacific Coast governmental executives may be taken as accurate.

Mr. Whitnall is an engineer and his deductions are based upon facts.

I would prefer to recount something pleasant, but I am compelled to report fairly what my impressions on this trip have been, and this one element of almost universal unrest and dissatisfaction is the thing that overshadows everything else. I would not mention it but for the fact that an analysis of the situation reveals some interesting probable facts that are in themselves not quite so disconcerting as surface signs. At the same time,

they present a problem to which public leaders generally might direct their attention. That there is a definite cause for the situation is undeniable, but that the prevalent practice of criticizing public institutions is a true reflection of their basic quality, I very much question. I am unwilling to accept as fact that the vast army of people who constitute public officials and employees differ as a mass from those similarly engaged in private institutions.

A Secondary Impression

A secondary impression I received concerned the prevalence of major public undertakings on the part of many Pacific Coast municipalities and with respect to which the public officials took a very active and intelligent interest. I was impressed with the fact that these public institutions, among them water works, power systems, transportation systems, sanitary systems, etc., require just as much technical training and ability for their efficient operation as is the case with private institutions of similar types. I was impressed also with the fact that in most instances these large public ventures were being designed, constructed and administered by as fine corps of technicians as the country has to afford. I made a practice, after visiting those in executive charge, or contacting, so far as possible, that class of employee who is called "the man on the job." Again I was impressed not only with the loyalty, but also with the enthusiasm and the intelligence with which they dealt with their work.

I mention these facts because I feel they typify the general rank and file of public servants, with the

possible exception of a very small percentage who represent the political element always present in public life and, to some extent, also in private life. I found myself instinctively refusing to accept the indictment of this fine army of public servants that so strongly inferred by the universal character of publicity found in the public press throughout the length of the coast. "Why then," I asked myself, "is the public fed with such a mental diet concerning its own institutions when the substance matter of it is so far from the true reflection of the actual facts?"

On Several Occasions

On one or two occasions during the trip I referred to this subject and gave as a possible explanation the illustration of Hollywood. It is quite safe to say that Hollywood as a community has throughout the world one of the most disreputable reputations of any place on earth and yet to one who knows it intimately and has lived in it for years, the unfairness of this public impression becomes more and more apparent. Nothing that is really rotten at the core could ever produce so magnificent an institution of world wide fame as the Hollywood Bowl, with its Symphony under the Stars, nor could so fine a flower as the Pilgrimage Play ever grow upon roots that be embedded in a cesspool such as Hollywood is reputed to be.

I know for a fact that the number and quality of homes and the type of home life in Hollywood is that ideal which we speak of as the national standard. Church activity, club life, commercial organizations, and everything that makes for a fine and full rounded existence in Hollywood at least as much, if not considerably more, than in the average American community, and in spite of this, it has the burden of one of the most wretched reputations.

Explanation Is Simple

In this instance, of course, the explanation is simple. The public as a whole seem to crave spice in their mental diet. The public press has long recognized this appetite. Wherefore, if a red-headed, unconventional actress performs in a way that is spectacular and unusual, the spicy tidbits constitute a subject of unusual so-called news value and all the intimate details are broadcast throughout the world under the date line of Hollywood. Except for New York, probably no community enjoys as many press references as Hollywood, if that experience can be spoken of as en-

joying, and yet it may be safely said that probably nine out of every ten Hollywood date lines deal with some subject of sensational character that nail down more tightly in the public mind than ever a reputation quite unfair to Hollywood and yet a reputation that is a very real fact.

GORDON WHITNALL

Born in Milwaukee, Wisconsin, in 1888. Attended the University of Wisconsin, specializing in elective studies in Political Economy and Forestry. Established residence in Los Angeles in 1910. Organized City Planning Association in 1913. Associated with the Bond Department of the City Treasurer's office in 1915. Attended the first League of Municipalities meeting in Oakland in 1915. A member of the Annexation Commission of Los Angeles in 1916. Secretary of that Commission 1917-1918. Joined the Efficiency Department of the City of Los Angeles in 1918. Assumed the direction of the newly created City Planning Department of the city of Los Angeles in 1920 and has directed that work to date. Consultant to the cities of Whittier, Venice, Inglewood, Sierra Madre, Monrovia, Arcadia and Fresno. Lecturer on "City Planning" at the University of Southern California. A member of the American City Planning Institute. Past member Board of Governors, National Conference on City Planning. A member of the Advisory Council of the City Planning Foundation of America. Vice-President of the Insurance Plan Building and Loan Association, Los Angeles. Trustee, Diversified Real Estate Investments, Los Angeles. Elected President of the League of California Municipalities in 1929.

And so it is that I came to believe that almost the only references to public officials or employees in the public press were references that, for illustrative purposes, I will speak of as the Hollywood type. Of the vast army of public officials and employees who year in and year out attend diligently to their duties and perform the services expected of them, we hear nothing because the usual and commonplace has no news value. But let one out of a thousand, or ten thou-

sand, step from the straight and narrow path and immediately his act attaches to it that indefinable something that is called news value and the details are spread on the public press for the world to read.

I once heard it said by a world-renowned dietician that, "Tell me what you eat and I'll tell you what you are." It occurs to me that the same thing is quite true with respect to one's mental diet and that if the type of alleged news to which I have been referring is the particular or only kind of information made available to the public in general, then the wonder is that there is not even a worse public opinion concerning public officials and employees than that which prevails.

Not a Pleasant Picture

That is not a particularly pleasant picture. In relating it, I have done something that I have never done before, and that is to resort to a process of analyzing a subject and then leave it up in the air without even so much as a suggestion as to its solution. I have no solution in this case. However, I would not have mentioned as much as I have concerning the major impression that I secured from my trip if it was not for the sincere belief which I hold that I secured the first step towards the successful coping with a problem is to thoroughly understand what the problem is, how it originates what it consists of.

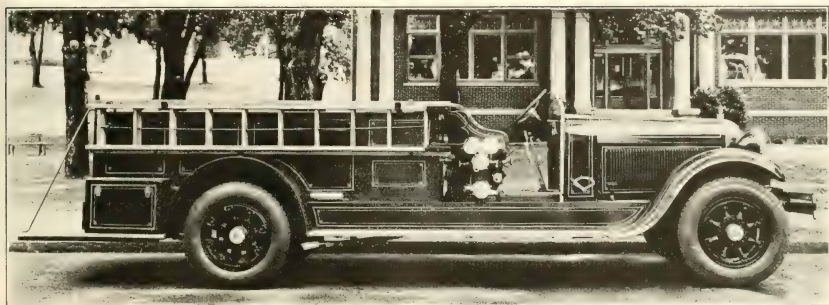
I deem the remedying of this situation to be one of the greatest problems confronting the whole institution of popular government and I submit it for the careful consideration of all students of government whose eyes may scan this account.

PORT OF OAKLAND

Harbor improvements and the construction of new facilities are financed from the proceeds of a \$9,960,000 bond issue which was voted in 1925, when the people of Oakland made their most recent move to further port development and increase shipping.

As a reward for their enterprise, the citizens of Oakland now have a port which, from the standpoint of maintenance, administration and operation, is self-supporting. Furthermore, it is confidently predicted that a port revenue surplus of \$150,000 will be shown when the books are balanced for the fiscal year 1929-1930.

EFFICIENT EXECUTIVES AT OREGON CITY, ORE., SAVE TAXPAYERS' MONEY



THE Oregon City Fire Department has just completed the construction of the second piece of fire equipment during the past four months, the first being a hose truck and the second piece being a combination pumper. The hose truck was constructed from parts of several second-hand touring cars, using only the chassis and dash.

Hose Body Constructed

On the chassis was constructed a metal hose body, with a capacity of 1000 feet of 2½-inch hose, it being so constructed that, if desired, two lines of hose can be laid at the same time. On each side of the driver's seat are placed two 50-foot lengths of 1½-inch hose with ¾-inch nozzles attached. The cost of this piece of equipment to the city was \$300 and is valued at \$2500. The cost does not include any labor or overhead.

The second piece of equipment to be constructed was a combination pumper. A twenty-passenger Studebaker bus chassis was purchased, on which was placed the following: Under the seat, a Waterous Rotary Booster Pump, rated at 300 gallons



per minute, on a test run pumped better than 500 gallons per minute. Back of this was constructed a body ten feet in length, this being divided into three compartments, the first being two feet long, just back of the pump, and contains two chemical hose reels, each with a capacity of two hundred feet of three-quarter hose.

These reels were placed in this position to eliminate friction by

Three hundred gallon combination pumper constructed by Oregon City at total cost of \$4,293.79

Left: Chief E. L. Surfus, Oregon City Fire Department.

doing away with a number of elbows by running the water direct from the discharge end of the pumps direct into the hub of the hose reels. The hose may be unreeled by dropping a small door in the side of the body. Just back of the hose reel compartment is a second compartment, three feet in length, containing a steel water tank of 175-gallon capacity. This tank is connected with the suction side of the pump with a two-inch pipe which may be opened or closed by using a lever. Back of the tank compartment is a compartment five feet in length, which will accommodate 500 feet of 1½-inch hose and 300 feet of 2½-inch hose. Also carried on this piece of equipment is one twenty-foot extension ladder, one ten-foot roof ladder, two ten-foot suction hose, four gas masks and other small equipment.

The job was designed to be as light as possible and powerful enough to be fast. All parts were placed so as to make the equipment as efficient as possible.

Six separate layouts may be made, from one three-quarter chemical line to two 2½-inch lines with large nozzles, all depending upon the water requirements necessary to take care of the fire at hand.

If necessary one man can handle the equipment, as all levers are so placed that all operations necessary to delivering water to the nozzle may be performed without leaving



HOSE TRUCK

Constructed by Oregon City Fire Department.

the driver's seat. This requiring only a few seconds, he is then free to take a hose line into the fire with the water at the nozzle ready for use. The total cost of the job was \$4293.79, not including labor or overhead. The funds necessary to build this piece of equipment and the hose truck were obtained from savings made on the 1929 budget.

The job was designed by City Manager Franzen and Chief of the Fire Department E. L. Surfus. All of the work of building the truck, excepting the paint job, was done by the members of the department at the station.

WASTEFUL CONSUMPTION OF WATER

Its Cause and Cure

By C. W. SOPP

Assistant Engineer, Pasadena Water Department

IT IS first necessary to define wasteful consumption and to enumerate examples and some of the causes. Some of the cures are self-evident, some of them difficult of accomplishment, and some of them may be classed as necessary evils.

Wasteful consumption may be defined; as a use that can be avoided or that is of no direct benefit, or the result of which could be accomplished by some other and more economic means. It includes use of water by native plant life, the growth of which performs no useful purpose, evaporation, industrial use, and domestic use, which can be divided into household and that occurring outside.

Native Plant Life

The use of water by native plant life may amount to as much as from 10 inches to 30 inches in depth per month by water-loving aquatic plants. The area in Los Angeles

County occupied by native plants, from which it might be possible to salvage a portion of the water used, is not large. This area, in general, lies in the Coastal Plain, where the water table is close to the surface. This natural loss is, in part, being corrected by the draft on the ground water sources which is lowering the water table beyond the reach of the roots of the annual plants. The only method of salvage of this waste use of water, if the water table remains close to the surface, is by replacing the useless natural growth by a useful crop. No direct salvage of water is possible.

Evaporation

Evaporation occurs from all water surfaces and from moist lands. Evaporation from reservoir surfaces is a necessary evil. Evaporation from moist lands, where the water table is four feet below the surface, is negligible, but where the water table is within two feet of

the surface, evaporation may be considerable. There is necessarily a loss by evaporation after each irrigation and from moist soils. The present attitude of agriculturists is that evaporation does not extend below a six-inch depth of soil. The evaporation from lands having a water table close to the surface is a waste, which is being naturally corrected by a recession of the water table.

The total evaporation and transpiration loss on the Coastal Plain is 55,000 acre-feet.

Industrial Use

The industrial losses rise through the use of water for mechanical power to perform an operation which could be performed by some other prime mover and for cooling purposes. In Southern California, the hydraulic elevator is probably the numerous industrial user of water, these could be replaced by electric elevators. Most large manu-

facturers of ice and users of refrigerating machines recirculate their cooling water in cooling towers, the only waste being that which occurs from evaporation. However, there are many small refrigerating machines which waste their cooling water down the sewers. This type of waste could be avoided by requiring the recirculation of the cooling water through cooling towers or the use of other types of refrigeration apparatus.

Household wastes are largely excessive use of water in the washing of vegetables and from leaking fixtures. There are types of domestic appliances which require a continuous flow of water such as some types of dishwashers, vacuum cleaners, and refrigerators. Some types of refrigerators for household use require from 75 to 120 gallons per day for cooling. The greatest source of waste in the house is, perhaps, from leaking fixtures, a dripping faucet may waste as much as fifteen gallons per day. Leaking toilets waste large quantities, these leaks in some toilets can be seen and in others they are invisible. Another source of waste is where automatic water heaters are located at some distance from the points of use, requiring a wastage of water through a long line of pipe before the hot water reaches the faucet.

In City of Pasadena

In the city of Pasadena, where a water bill appears to be abnormally large, the reading is checked and an inspection of the premises made before the bill is rendered. If a leak

in piping or fixtures is found above ground no adjustment in the bill is made. If a hidden leak is found below ground the city assumes one-half of the abnormal increase.

Another form of waste, which can be avoided, is the dumping of water from swimming pools into the sewers. Many cities prohibit the use of swimming pools unless the water is filtered and reused, or unless provision is made to use the water for irrigation. The pool at Brookside Park, Pasadena, is emptied only once or twice yearly. Swimming pools may vary in capacity, from 10 to 150,000 gallons. In the absence of a shading cover or filtration, they may require emptying as often as once weekly during the summer.

Sources of Domestic Waste

The domestic wastes which occur outside the home are the use of water for washing porches, walks, and driveways. Another source of large waste is careless use of sprinkling systems, allowing the water to run off the lawns and waste down the gutters. As much as two feet in depth can be applied in twenty-four hours through lawn sprinklers. Excessive sprinkling also causes the moisture to penetrate beyond the depth of recovery by the roots. A saving in water can be accomplished by sprinkling during the early morning or late evening hours when evaporation is greatly diminished. In the city of Pasadena this saving has been computed to be 10 to 15 per cent. Some

of the causes of waste are by the use of appliances designed primarily for localities where water is more of a nuisance than an asset. Some of the human causes of waste are lack of appreciation of the value and scarcity of water.

The Cure

The cure for some of these wastes lies, in part, in regulations governing the use of appliances causing a waste by cities and companies supplying the water. The city of Pasadena and other cities have ordinances which prohibit the use of all devices which do not provide for a recirculation of water, such as refrigeration machines or fountains. There have been ordinances prohibiting the washing of porches or walks, and during years of low rainfall, limiting the hours of sprinkling to those in which minimum evaporation loss occurs. Something may be done in educating the public as to the necessity of conservation of water, but in this vicinity it requires educating of a new crop of Easterners each year who may come from cities where flat rates and high water consumption are the rule. The development of a civic consciousness is difficult but might go a long way in conservation of water.

No mention is made of the salvage which can be made from sewage waste which will be covered by other speakers. It is believed that the total quantity of wasteful consumption is probably overestimated. However, all steps to mitigate this waste are amply justified.

Proposed Charter for San Buenaventura

A COMPLETE change in the form of government for the city of San Buenaventura, California, is proposed in a new charter which provides for a city manager with the entire administrative power. There would be a city council of seven members instead of five as at present, and its functions would be merely legislative.

Members of Council

Members of the council, five members of the board of education and five library trustees would be elected. The manager would be appointed by the council and he would appoint nearly all other officials and employees, and they would hold their positions "at the pleasure of the appointing power."

All elective officers would serve without compensation; the council

would fix the salary of the city manager; other salaries would be fixed by an ordinance "upon the recommendation of the manager only."

With the exception of the city manager, all office holders must have been qualified electors of the city (or the district in the case of the members of the board of education) for a period of at least three years prior to their election or appointment.

The present city council meets once a week, but under the proposed charter monthly meetings are provided, though extra meetings could be called by the council or the city manager. Four members would constitute a quorum. Records of the council would be kept

by the comptroller, who would be ex-officio city clerk. Reports of the comptroller and other officials would be audited by a certified public accountant "at the beginning of each fiscal year."

The new charter will be voted on in the next general election in November. The city council will have fifteen days to look over the proposed charter and it must be published for a period of sixty days before the election date.

George A. Janssen, member of the board of playground directors for the city of Oakland for two years, has been elected as president of the board. Mrs. Nellie Anton has been chosen as vice-president. Other members of the board are Harold Page and Mrs. Amy E. Thurston.

DIABLO DAM

Completion, Landmark of Western Progress

By MANDUS E. BRIDSTON

Reprinted from *Western Advertising*

FROM an industrial point of view, few resources hold greater promise for the development of the Pacific Coast than its abundance of possible hydro-electric power. More than half of the potential water power of the country may be found west of the Rockies; one-sixth of this resource is in the state of Washington alone.

Completion of Dam

The completion of Diablo Dam, newest unit of Seattle's hydro-electric development on the Skagit River, about 100 miles northeast of the city, is another landmark of western progress. This unit, dedicated August 27, is part of a five-year development program that will ultimately give Seattle's Municipal Light and Power Department 1,120,000 horsepower at a total investment of \$74,500,000, at a cost of \$66.65 per horsepower—cheapest unit cost of any large hydro-electric development in America.

A significant indication of the burgeoning of the West during the last decade is the fact that after the city of Seattle entered the light and power field in 1924, demands upon its system doubled in five years. Its annual increase of 14½ per cent in power use puts to shame the national increase of about 9 per cent per annum.

Increase in Population

Though increase in population and industry accounts for some of this increase in the consumption of power, an equally influential factor is the increased use of electric appliances in home and factory.

Diablo Dam is the second large unit of Seattle's development. Its first project, the Gorge plant, has been operating without reserve reservoirs of water; it has been utilizing the natural fall of the Skagit

River to provide power for its generators. But there is a certain hazard in this; seasonal water shortage impairs plant efficiency. The Diablo project not only aims to increase production capacity, but also serves as an insurance against seasonal drought, by providing a reservoir extending six miles upstream which contains 90,000 acre-feet storage capacity. This is equivalent to 30 billion gallons of water.

Storage Supply Sufficient

This storage supply is sufficient to care for the year-to-year fluctuation of water in the river, but the ultimate plans call for the construction of the Ruby Dam farther upstream, which will back up the water of Skagit River to form a lake three miles wide and thirty miles long, extending four miles into Canada. This will make a storage capacity of three million acre-feet, or one trillion gallons, enough to safeguard the water supply for a period of five years, according to Glen Smith, department engineer.

Diablo Dam, 7½ miles above the original Gorge plant, is a concrete structure of the arch type, 389 feet high, 1180 feet along the crest, 140 feet through at the base, containing 350,000 cubic yards of concrete. This project will be expanded immediately to include a power house to contain two vertical generating units of 96,000 horsepower each, the largest generators in America, with 60,000 K. W. capacity.

But even before this power unit is completed, the Diablo Dam through its additional fall has stepped up the Skagit capacity from 55,000 K. W. to 120,000 K. W.

Work on the Diablo Dam was started October 1, 1927, and the building of 4½ miles of railroad was not the smallest part of the under-

taking. The cost of the project, including the railroad construction, was \$4,500,000. An additional \$3,500,000 will be spent in the construction of a power plant.

After Ruby Dam provides storage, the installation at Diablo will be doubled by the construction of a second tunnel and a second unit of the Diablo power house with two more 60,000 K. W. units bringing its capacity to 240,000 K. W., or 320,000 horsepower.

The Ruby development, now being surveyed, and to be started in 1931, will consist of the greatest dam in the country—610 feet high and 1200 feet along the crest, to contain approximately 1,750,000 cubic yards of concrete. Plans also call for a power plant at the Ruby Dam, to contain six 60,000 K. W. vertical generating units. This dam and power plant will be second only to the proposed Boulder project on the Colorado River.

Complete Five-Year Program

This will complete the five-year construction program to give Seattle 1,200,000 horsepower at an estimated cost of \$74,500,000. At the present rate of growth, according to Superintendent J. D. Ross, this power will all be distributed in sixteen years, at the end of which time about \$24,000,000 in outstanding bonds will have been paid off, leaving only \$50,000,000 outstanding, or less than \$50 per horsepower.

To sell the citizens of the city on the immensity and value of the Skagit light and power development the municipal light and power department has arranged week-end excursions to the project from April until November each year. Overnight accommodations for 150 guests are provided at the Gorge plant.



Supplementary lighting at the City Hall silhouetted the dome against the sky, brought the upper columns and balconies of the building into relief, and illuminated the garden foreground.

Painting San Francisco's Civic Center With Light

By WILLIAM P. BEAR

Lighting Engineer, Pacific Gas and Electric Company

SAN FRANCISCO'S beautiful Civic Center, flooded with light, became the nightly mecca for thousands of citizens and visitors during the recent conventions of the National Electric Light Association and the American Electric Railway Association. Lighting effects which surpassed even the memorable triumph of the 1915 exposition were

created for this ten-day period, transforming buildings and gardens with a many-colored, scintillating brilliance.

Before a crowd of thirty-five thousand persons, the lights were flashed on for the first time by an airplane which zoomed down over the Civic Center. A sound sensitive relay, actuated by the plane's siren,

turned on the floodlights which were mounted on one of the towers in the court. This initial contact switched on all the other lighting. Traffic to and through the Civic Center area increased night after night to the end of the convention.

Approximately 4000 incandescent lamps and 1000 floodlights were installed in the two square blocks of

the Civic Center, furnishing illumination from nearly 1000 kilowatts. This extensive lighting system, which required 550 electric circuits, 1200 fuses and 115,000 feet of wire, was assembled and installed in fifteen days, under the direction of the writer.

Different lighting effects were produced for each of the five buildings in the civic group. The focal point of the lighting display was the auditorium on the south side of the square, the building which served as convention headquarters. The facade of this building was the background for a constantly changing flood of color, produced by varying combinations of flashing red, green, amber, and white lights. The parapet was lighted by stringers of incandescent lamps laid in the gutter structure. Color changes of this lighting were coordinated with those of the three large arched win-

dows which are an outstanding architectural feature of this building. The background of each window was outlined with 720 colored lamps, a white curtain mounted behind the window structure reflecting the light. Above the marquee, the building was lighted in mobile color from floodlighting units set along the outer edge of the structure.

The City Hall, which dominates the square, stood out brilliantly in a shower of clear white light. This building has been partially lighted for many years by an installation of approximately 175 kilowatts. This permanent floodlighting was augmented by approximately 60 kilowatts of floodlighting, which completed the illumination of the first floor and lawn area around the building and provided relief lighting for the main columns and silhouette on the sixth floor. The dome was illuminated by high in-

tensity narrow beam floodlights which were located on steel towers in the court.

Facade of Library

The facade of the Library was illuminated by pure white light from floodlights mounted on specially designed stands set well apart from the building. The parapet of this building was lighted by dark orange-amber incandescent lamps concealed in the gutter structure of the building. On the balcony a flood of red light provided a background against which statues and columns were silhouetted. This effective lighting was produced by 20 Cooper-Hewitt cold cathode red tubes, lighting units which provide about three times as much red light as can be obtained from any other commercial source of light with the same expenditure of energy.

Illumination of the State Building was in the same colors as that of the Library, but a different lighting method resulted in a strikingly different effect. For this building, the light source was entirely contained within and on the structure itself. The forty floodlighting units which lighted the facade of the building were located on a ledge near the base of the front wall of the building.

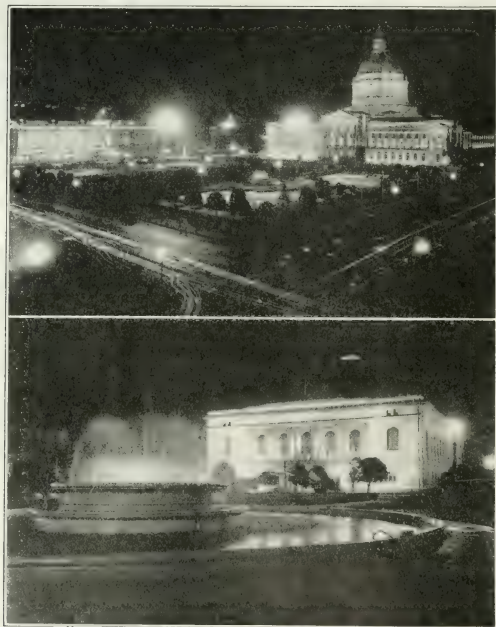
Parapet Lighted

The parapet, the large and small windows of the building, and the main entrance corridor were lighted by incandescent floodlighting units which produced a beautiful silhouette effect of balustrades and ledges. A small natural red lamp in the niche over the head of each of the statues forming the keystone of the main entrance arches lent an interesting touch to this building. This simple and effective treatment, which can easily and practically be duplicated in a permanent arrangement, made the State Building one of the most beautiful of the group.

The court of the Civic Center, including the fountain and the four corner areas of flowers, was lighted by floodlights supported on platforms seventy-five feet above the ground. These platforms were mounted on standard two-circuit 110,000-volt steel transmission towers emblematic of the electrical industry as well as useful in the accomplishment of the lighting plan.

Towers Were Duplicates

The towers were duplicates of those used in California transmission systems, and the strings of insulators were enlivened as though they were in actual service, green-colored lamps mounted in series with "winkers" on the cable clamps



(Top) Part of Civic Center with City Hall and Civic Auditorium. Plaza facing City Hall is shown with shrubbery and illuminated fountains. Thousands nightly thronged this spot and enjoyed the fairyland-like beauty.

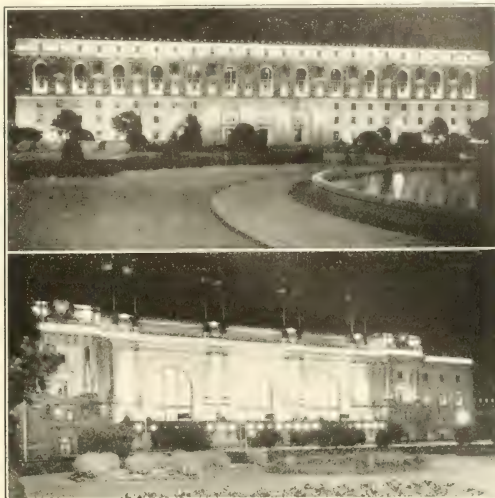
San Francisco Library (bottom) was flooded with white light, its statues and other decorative features silhouetted against a red background. Lighting of the fountains and other garden features created a lovely setting for the beauties of the buildings.

producing the effect of corona such as would be observed on any dark night when high voltage transmission towers are in operation. All of the lighting units supported on these towers delivered white light on the flowers and shrubbery which had been so carefully planned for the occasion by Mr. McLaren and representatives of the Park Commission. The two large fountains in the Civic Center were operated under lights of shifting color.

Shafts of Light

Shafts of light which could be seen from nearly all parts of the city cut across the sky each evening, revolving from aviation beacons operated on an enclosed platform at the corner of Grove and Larkin streets. A 50,000-watt incandescent lamp, the largest lamp ever produced, mounted in a beautiful modernistic structure set in the park area, was operated intermittently during the evening hours.

The convention committee of the N. E. L. A. left in place forty-eight floodlighting units complete with color screen equipment, all permanently wired and provided with service and switching arrangement, as an expression of appreciation of the cooperation which city officials rendered to the convention. This permanent installation, left in place by the committee, represents a gift of about \$4500 worth of labor and material, that is, it would cost that much if it were to be designed and purchased as a contract job.



An inner radiance seemed to emanate from the State Building (top) which reflected the glow of hundreds of lamps concealed within its balconies and ledges.

One beautiful color after another swept across the facade of the San Francisco Civic Auditorium (bottom) with the flashing of multi-colored lights hidden within the structure. Lighting preserved the beauties of the Civic Center gardens for evening visitors.

OAKLAND TEACHERS WRITE BOOKS ON CITY

A new departure in text books for children has been introduced in Oakland schools.

It is a book called "Oakland, A Story for Children," which was written by Regina Kent, Frances M. Pope, Helen L. McLaughlin, Ruth Burlingame and Alma Blake, and published by the Oakland Board of Education.

Credits Chamber

In the preface, Willard E. Givens, superintendent of schools, writes: "There being no publications available which would bring to the children of Oakland a real knowledge of their home community, a group of our own teachers volunteered to write this book. In their undertaking they were given splendid assistance by the Oakland

Chamber of Commerce, so that the completed work represents the culmination of a project made possible by the cooperation of the community and the school."

The little volume of 112 pages is attractively bound, and profusely illustrated. Many of the photographs were furnished by our Publicity Department.

NEW FIRE EQUIPMENT FOR SAN ANSELMO

A new Seagrave 600-gallon pumper, recently ordered by the City Council of San Anselmo, California, for its fire department, has been received and other fire-fighting equipment installed, thereby lessening the possibility of fire

damage in that city. The first section of an auxiliary water supply system to be used for fire-fighting only will be installed in San Anselmo within a few weeks by the Marin Municipal Water District, which will lay a 10-inch main along Main Street.

CHIEFS ELECT OFFICERS

Chief William Ringold, Pendleton, has been elected president of the Oregon Fire Chiefs' Association. Other officers elected are C. J. Baughman, Ashland, first vice-president; J. F. Volsdorff, second vice-president; Lester Davis, Salem, secretary; J. M. Feltcher, Roseburg, treasurer; Roy Elliott, Medford; Edward Boatwright, Portland, and Ivan L. Pearson, McMinnville, retiring president, board of directors.

The firemen's school was established as a permanent institution for scientific instruction and drilling of fire fighters, with the Oregon State College as a permanent meeting place.

SAN DIEGO, CALIFORNIA, WATER SUPPLY ASSURED

WITH the completion of improvements to Morena Dam and plans under way for a dam in Marron Valley further additions to San Diego's water supply in the immediate future are assured, it is reported by H. N. Savage, engineer in charge of water development. The Morena enlargement increases the capacity of that reservoir to a total of 17,000,000,000 gallons and adds 1,250,000 gallons of water per day to the actual supply, the engineer said. The proposed dam at Marron will provide for a gravity flow of 10,000,000 gallons daily to the Coronado wye.

Engineers of the water department now are at work cooperating with engineers of the Mexican government in determining a dam site. They are making a survey from the junction of the Tecate River with the Cottonwood and down the Cottonwood to determine a cross section of the Cottonwood, preliminary to locating the dam site, according to Engineer Savage.

When completed the Marron reservoir will hold a storage equal to 10,000,000 gallons per day, a portion of which will be allocated to Mexico. Engineer Savage said this either could be delivered by gravity

pipe line to the city or could be backed up into the Otays. The Morena improvements consists of increasing the height of the dam and enlarging and deepening the channel of the spillway. The work was begun by Engineer Savage in 1922, he said, and afterward abandoned.

These improvements to Morena are in compliance with requirements of the State Engineer, who has given them his approval. For this work the council appropriated \$58,000. They increase the Morena capacity to about 61,300 acre feet.

Morena is the highest of San Diego Mountain chain of reservoirs.

U. S. COURT HANDS DOWN AIRPORT DECISION

Airports.—On July 7, 1930, the U. S. District Court of the Northern District of Ohio, handed down a decision holding that an airport, landing field or flying school can only be regarded as a nuisance if situated in an unsuitable location or if operated so as to interfere unreasonably with the comfort of adjoining property owners.

The court's ruling was made in the case of Swetland v. Curtiss Airports Corporation, etc. The plaintiffs are the owners of a country estate near Cleveland and sought to restrain the Curtiss company from constructing and operating an airport and flying school near the out-things, the plaintiffs contended that

the operation of airplanes from the airport over their property constituted a trespass under the theory that their property rights extended into the air. In answer to this the court stated that "no constitutional or legislative provisions or statutes have heretofore established any exclusive property rights in a land owner to the superincumbent air space normally traversed by the aviator."

The court ruled that the plaintiffs were not entitled to a general injunction, but restrained the defendants from dropping circulars from skirts of that city. Among other airplanes as they passed over the

plaintiff's property. The court also ruled that airplanes taking off from or landing on the airport would not be permitted to fly over the plaintiff's property at an altitude more than 500 feet, the limit permitted by federal regulations, saying that owners of airports must acquire landing fields of sufficient area to enable airplanes to readily reach an altitude of 500 feet before crossing the property of an adjoining owner.

In conclusion the court said "they (the plaintiffs) have been fortunate in that they have been able to enjoy their country estate for so long a time. They must now yield to change and progress of the times."

CEMENT ASSOCIATION PUBLISHES HELPFUL SWIMMING POOL BOOKLET

Judging by the success of sales campaigns conducted by bathing suit manufacturers almost everyone will soon be equipped with a swimming suit. Just what to do with these suits is shown in a new booklet published by the Portland Cement Association.

"Swimming Pools" is the title of this profusely illustrated 32-page booklet. The illustrations and text show that it is a comparatively simple matter to construct attractive

and serviceable pools both indoors and outdoors.

Various designs for pool construction are pictured, and those interested in construction features will find the specifications for concrete particularly helpful.

Factors influencing the selection of site, determination of size and shape, as well as the general arrangement of pool facilities are given detailed attention. Text devoted to ways of controlling condensation and a brief discussion of

the acoustical treatment of the walls and ceilings of indoor pools add further to the booklet's practical value. Underwater and overhead lighting, pool sanitation, and the different methods of filtration and sterilization are outlined.

Copies of "Swimming Pools" may be obtained without cost from the Portland Cement Association, 33 West Grand Avenue, Chicago.

Walla Walla Building Gains

Work on approximately \$500,000 worth of building is under way in Walla Walla or is about to start at once, according to compilations just made.

LEAGUE *of* CALIFORNIA MUNICIPALITIES CONVENTION CALL

32nd Annual Convention, Long Beach, Calif.

October 6-11, 1930

HOTEL VIRGINIA, *Convention Headquarters*

To the Members of City Councils, and all other
officials of the cities and towns of California,

Gentlemen:

You are hereby notified that the Thirty-second Annual Convention of the League of California Municipalities will be held in the City of Long Beach, California, October 6th to 11th, 1930, and every city official, elective or appointive, is invited to attend and participate in the interchange of ideas and experiences relating to the administration of municipal government.

For the first time in the League's history, a stenographic record will be kept of the discussions taking place in the departmental meetings as well as those in the general body, the entire proceedings to be published thereafter in book form.

The Board of Directors of the League have devoted great care in preparing the program for this convention. All the subjects selected are timely, and recognized authorities have been secured as the leading speakers.

The League of California Municipalities is acknowledged to be the foremost organization of its kind in America. It has accomplished great things for our cities and the improvement of municipal government. You are respectfully urged to send representatives and take an active part. The headquarters of the convention will be at the Hotel Virginia. All delegates are requested to make reservations as soon as possible.

WM. J. LOCKE,
Secretary-Manager.

GORDON WHITNALL,
President.

Sacramento, California,

Natural Site and Model Plans Insure Highest Rating

By ARTHUR S. DUDLEY

Secretary-Manager, Sacramento Chamber of Commerce

SACRAMENTO'S new Municipal Airport was brought into being under most auspicious circumstances. The United States Army Corps of 135 airships, stationed at Mather Field during the month of April, made a demonstration unequalled in army air corps history, dedicating the airport on April 12.

The new airport is on Freeport Boulevard, less than five miles south of the central postoffice. It covers 232.5 acres.

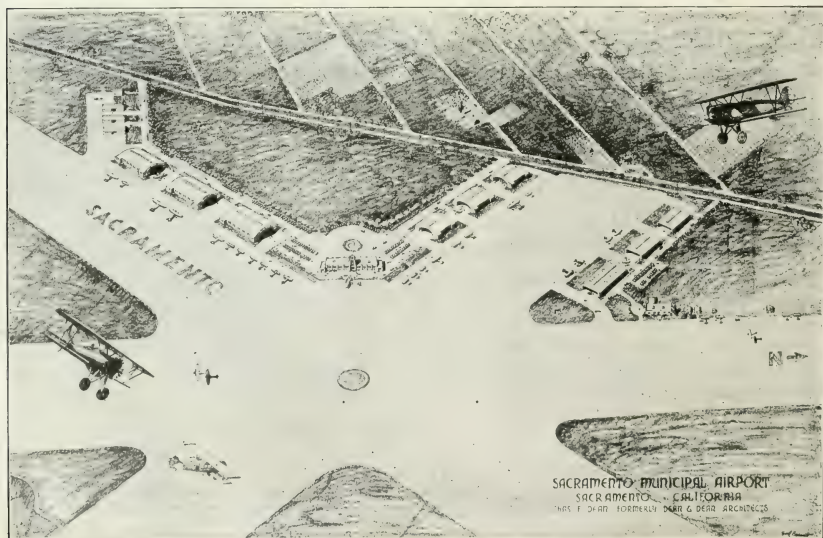
Originally the plan of development was on a ten-year program, but the urgent demand for an efficiently operated airport, in addition to one owned and operated by the government—Mather Field—was so apparent that the citizens of Sacramento voted a \$150,000 bond issue on June 10, which makes possible the immediate completion of the major runways, adequate steel hangars and night illumination.

The total cost of the development of the airport, including the pur-

chase of the land, is \$394,000. The land was purchased for \$80,000. The terms of sale required \$10,000 installments beginning in 1931, plus interest on deferred payments, at 6 per cent.

An idea of the scale of operations at the airport may be gained from the fact that the main north-south runway is 4000 feet long. It conforms to the prevailing winds. The transverse runways are 3000 feet each. All are 500 feet wide.

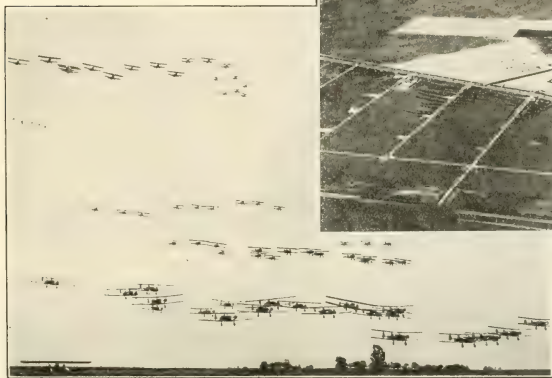
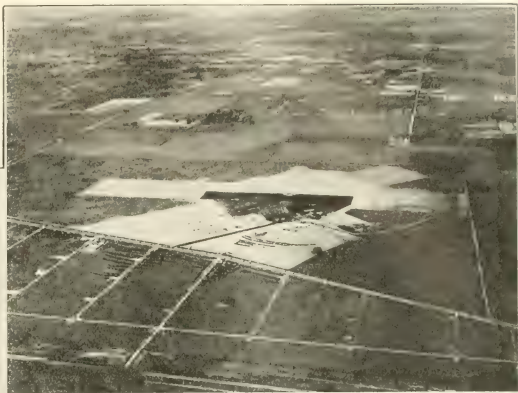
Present plans call for the con-



Has Outstanding Airport

SACRAMENTO MUNICIPAL AIRPORT

Right, View taken day of dedication, April 12, 1930. Main north and south runway runs horizontally across picture. Dark section in center is oil surfaced.



SACRAMENTO MUNICIPAL AIRPORT

Left, U. S. Army air maneuvers; U. S. Army planes passing in review.

struction of four major hangars of concrete and steel, 120 feet by 150 feet, and two smaller ones, 80 by 120 feet. These are to be arranged in the right-angle form, as shown on the accompanying sketch. This is the only airport in the country having its hangars practically in the center of the landing area. An L-shaped administration building will occupy the point of the angle.

Landing Strips Ample

Of the 10,128,000 square foot area of the airport, approximately 3,000,000 square feet will be devoted to landing strips and more than 1,000,000 to paved runways. Hangar space will occupy approximately 16,000 square feet and parking area 400,000.

Construction of the runways and the plan of drainage is novel, at least to the Pacific Coast. Each runway has been crowned, after the manner of a dirt highway, with drainage ditches on each side lead-

ing off the field. From the peculiar topography, only a six-inch cut was necessary to make the field level, with no fills, yet the highest point on the landing area is at the converging point of all runways. After twelve hours of steady rain the field has been found in such condition that the planes may land in perfect safety. No sub-surface drainage will be used.

It is of interest that the advertisement for proposals of sites for the airport brought eighteen responses, each of which, if accepted, was a legal option on the property for the purchase at the owner's price. Six were eliminated at once or for obvious results. The remaining twelve were submitted to rigid examination from the angle of location, topography, air currents, weather conditions and price. A schedule of rating was prepared with thirteen items, each of which was given a figure representing its value in a perfect field with a total

of 100 per cent. For example, "freedom from dense fog" was given a rating of 15, while distance from the postoffice" received 10. Rating of Site No. 17, which was finally selected, is shown in accompanying chart:

If Site No. 17 were developed to the last detail, it would cost approximately \$650,679, or a cost per unit of rating of \$8,816. This was the second lowest in the list of twelve possible sites.

Weather Conditions Important

Weather conditions played an important part in the choice of the site. In studying the various properties, instruments were installed at all twelve sites, to determine exactly the average wind velocity, prevailing winds, and moisture. At Site No. 17 an almost ideal condition was found. The local meteorological bureau furnished data on wind directions and speeds, average

temperatures, and similar information covering the last thirty years, so that in selecting the site the commission was not guided by guesswork, but by actual facts.

Plans are now under way for the creation of an interim zoning ordinance which will regulate future building operations in the vicinity of the airport. Residences will be permitted, but tall buildings or shacks and hot-dog stands which would mar the general plan of landscaping will be prohibited. It is hoped that a regional planning commission can be organized, with the cooperation of the county, for enforcing such an ordinance. The area around the airport is at present devoted to light agriculture, with few trees and no power lines of importance. In the next five years, according to the city planners, this will be almost entirely residential, since it is less than a mile from

Rating of Site No. 17

	Relative Value	Site Value
Freedom from dense fog.....	15	12.3
Freedom from bad air currents.....	10	8.0
Area of field.....	10	9.2
Configuration of field.....	5	5.0
Approaches, satisfactory areas under take-off.....	8	8.0
Favorable prevailing winds relative to runways.....	5	3.0
Prospective neighborhood development.....	4	3.0
Possibility of expansion.....	4	4.0
Location relative to axis of air travel.....	10	6.0
Distance from postoffice.....	10	5.0
Distance from population center.....	10	6.3
Distance from railroad.....	4	2.0
Distance from airplane factory sites.....	5	2.0
Total.....	100	73.8

one of Sacramento's most beautiful parks, and the same distance from the new high school.

With the Sacramento municipal airport only a little more than a year old, and only recently opened

to traffic, three schools have applied for space and use of the field, five gasoline companies have erected stations there, and the Boeing System has contracted with the city to locate at the new airport.

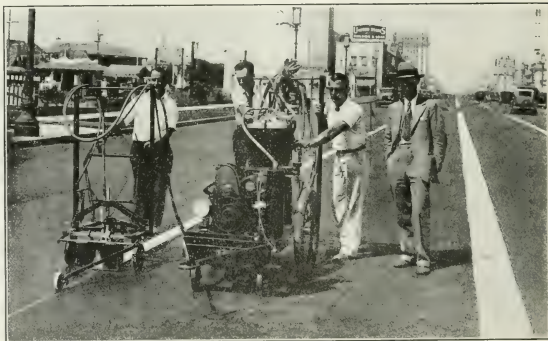
TRAFFIC SAFETY MEASURES

on World's Busiest Boulevard

One of the first efforts of the newly created Traffic Engineering Bureau of Los Angeles, in charge of R. T. Dorsey, traffic engineer, was the marking of traffic lines on Wilshire Boulevard and on Figueroa Street in an effort to make these busy thoroughfares safer for motorists and to increase their capacity.

Traffic Marking Under Way

"The traffic line marking now under way on Wilshire Boulevard and on Figueroa Street will do more to promote safety to motorists than any other expedient that could be adopted at this time," said Mr. Dorsey. It is Mr. Dorsey's primary aim to reduce traffic accidents. Next in importance is his purpose to increase the traffic-carrying capacity of the streets in question. It has been shown by tests that traffic



R. T. Dorsey, Los Angeles, California, traffic engineer, supervising the mechanical painting of traffic lanes on Wilshire Boulevard.

moves as rapidly on Wilshire Boulevard as on any of the Nation's principal boulevards, but the steadily mounting volume of traffic demanded that effort to be made to increase safety and to provide for the increased volume.

Wilshire Boulevard carries the enviable reputation of being the world's busiest thoroughfare. It is estimated that the total yearly

count of cars passing the intersection of Wilshire Boulevard and Western Avenue is in excess of 27,000,000 cars. Wilshire Boulevard itself carries an average of 3700 cars per hour. An unusual feature is that this average is maintained day after day and hour after hour from early morning until midnight. The "peak" load is approximately 50 per cent above the normal traffic and

some means had to be devised to use the boulevard at its maximum efficiency.

The boulevard has a 70-foot paved roadway—too wide for a six-lane pavement and too narrow for an eight-lane pavement. As a result the cars bunch up at the intersection and the efficiency of the street is greatly reduced. It is estimated that the new markings will increase the "discharge" at intersections an average of approximately 25 per cent.

Work Under Way

The work now under way comprises the marking of a twelve-inch center strip and two six-inch guide lines, one on either side of the center line, as shown in an accompanying illustration. These lines are painted for the entire length of Wilshire Boulevard from Westlake Park to the eastern limits of Beverly Hills, and then from the western limits of Beverly Hills to Soldiers' Home. Figueroa Street will be marked from Washington Avenue south to the city limits.

A new development in the application of the traffic lacquer which cuts the labor cost of application to a small fraction of previous costs has been largely responsible for making the work possible. McEverlast, Inc., manufacturers of the lacquer used, have developed a mechanical method of painting the lines which has cut costs so as to make such work possible without increasing total costs.

Equipment Used

The equipment used consists of a compressor, a small gasoline motor, a paint container and pressure pot all mounted on a portable frame. The paint is applied through a spray between the two metal guards

Wilshire Boulevard (top) and Figueroa Street (bottom), Los Angeles, showing traffic lines applied by new labor and time-saving machines under direction of Traffic Engineer Dorsey.

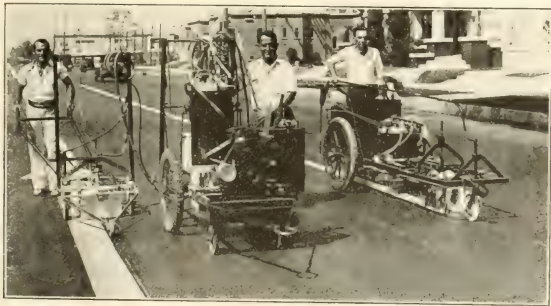


which are adjustable for any width of line desired. The first equipment constructed required two units, but

the newer equipment is operated as a single unit.

Work on the first application of the paint was slowed up somewhat by the necessity of laying out the lines ahead of the machines. The repainting of the lines will proceed without this hindrance and, under these conditions, the machines will be able to paint approximately six miles of traffic line per day, with a small crew.

Any motorist who has ever driven over a highway on which the roadway is marked out into traffic lanes will readily appreciate the value of these markings from the standpoint of safety and comfort in driving. The white lines are an ever-present suggestion to stay in the proper



lane. They bring about a better distribution of traffic, permit a higher average speed, reduce spurts of speed and side driving, and, most important of all, they reduce driv-

ing hazards tremendously. Traffic experts are agreed on the benefits to be derived from them and are recommending their use strongly.

Mr. Dorsey deserves high praise

for his work in the promotion of safety on Los Angeles streets and for his foresight in making use of the latest cost-saving equipment to attain his ends.

Book Reviews and Municipal Reports

County Parks—A Report of a Study of County Parks in the United States. Published by the Playground and Recreation Association of America, 315 Fourth Avenue, New York City.

The recent growth in number of county parks and the increasing emphasis upon the county as a planning unit gives special interest and significance to the publishing of this book, *County Parks*, based on a study of county park development throughout the country.

County Parks gives a picture of the movement, and will serve as a guide to counties in the establishment and operation of their parks. The reasons for county parks, their sizes and types are discussed, and descriptions of several county park systems are given. The question of legislation receives special attention and one of the most valuable features of the book is the comprehensive summary of legislation relating to county parks. The important problems of financing and administration are discussed in some detail and examples are quoted from various systems.

The material is not limited to a description of facilities, properties, and machinery, which make the wheels of the county park system go round. The human uses of parks, the reasons for developing any park system, and the economic and social values of county systems also receive attention. The result is a well-rounded picture of county park development in the United States today.

The large number of illustrations which the book contains and the diagrams and maps which accompany the subject matter make it a volume of unusual interest and value.

Street Lighting Practice by Ward Harrison, Director of Engineering, Edison Lamp Works; O. F. Haas, Assistant General Manager, Atlantic Division, National Lamp Works of General Electric Co.; and Kirk M. Reid, Engineer-

ing Department, Edison Lamp Works. Published by McGraw-Hill Book Co., 370 Seventh Avenue, New York City.

This book represents a practical, compact and very comprehensive survey of street lighting, including a brief historical treatment; a discussion of the advantages and objectives of street lighting; the development and present status of lamps, glassware, posts, distribution, and control of systems; including zoning; lighting at night with different intensities and arrangements of lighting; the problem of maintenance and operating costs; the financing of improvements of street lighting by cities; contracts and specifications. The appendix includes more than two hundred charts and pictures, a section on photometry and its application; a statement of street lighting principles; the highway lighting bill presented to the Ohio legislature; and a 23-page section of representative candlepower distribution curves.

This book will be of great interest to city engineers and others dealing with the problems of street lighting of western municipalities. It is recommended by Pacific Municipalities as a complete and accurate study.

MUNICIPAL REPORTS AND PUBLICATIONS OF INTEREST TO PUBLIC OFFICIALS

Detroit Police Department, Sixty-fourth Annual Report.

This thirty-page booklet of T. C. Wilcox, commissioner of the Detroit Police Department, is a fine example of Municipal Report. It is complete, carefully edited, and illustrated by a number of clear graphs and charts.

An Industrial Audit of Oregon by O. K. Burrell, Associate Professor of Business Administration,

University of Oregon. A University of Oregon publication.

The purpose of this bulletin is to make available to business men and others interested in the economic situation, definite information regarding the development and progress of the chief Oregon industries. The booklet is well illustrated by interesting charts and contains much valuable information in its sixty-seven pages.

Portland's Share in Export Traffic, by Professor William Fowler. University of Oregon. A University of Oregon publication.

In this booklet is indicated what portion of the export traffic between the United States and the countries across the Pacific passes through the Pacific Coast ports of the United States; considers factors affecting the routing of shipments from interior points of origin, through to destinations in the Far East and Oceania as they influence transcontinental movement of commodities for export via Pacific ports; views Portland's present condition with respect to intrastate traffic; and points out the advisability of devising a port development program that will enable Portland to receive in full measure benefits resulting from important improvements in the port's shipping facilities. Forty-five pages.

Planning and Judging Street Lighting. General Electric Company. Attractive and interesting pamphlet, sixteen pages, illustrated.

Hudson River Bridge. The Port of New York Authority. Third progress report on Hudson River Bridge between Fort Washington and Fort Lee. Forty-six pages, with maps, charts, etc.

Architecture of the Night. General Electric Company. An attractive booklet containing a series of articles published by General Electric Company to suggest the possibilities of architectural illumination.

MONTEBELLO, CALIFORNIA, DEDICATES MODERN LIBRARY BUILDING

By ZOLA V. COTTON

Secretary, Montebello Chamber of Commerce

THE need of an up-to-date municipal library building was sensed a year ago last February by the Montebello Chamber of Commerce, and so the directors of that civic group appeared before the City Council urging that steps be taken

The bond issue election calling for \$30,000 with which to erect a municipal building on municipally owned property in the city park was called for June 14 and carried to the satisfaction of all by the necessary two-thirds majority.

dedication ceremonies. A tour of inspection and an impressive program were the features.

The library, as it stands today, has 10,000 volumes, which are to be found on the selves of the adults' reading room, the children's read-



Municipal Library Building at Montebello just recently dedicated to the use of the public

to provide for a real municipal building in which the county borrowing service might be conducted to the greater satisfaction of patrons and workers.

The council agreed with the chamber's officials that the need was very apparent and instructed this important civic organization to go ahead with the proposition, giving it the proper publicity to educate the people of the need, and when the chamber felt a bond issue would carry to set the date and the council would officially call the election.

Last November the firm of Jeffery & Schaefer, architects, of Los Angeles, was employed to prepare plans. The county librarian, Miss Helen Vogelsang, also met with the local library committee and the City Council in studying and planning special features for the new building, and as a result many unique ideas are incorporated in the structure.

On the evening of July 26 the Montebello Chamber of Commerce was host to hundreds who gathered at the new Municipal Library Building to enjoy the "open house"

ing room, and the reference room. The building also has a story hour room, librarian's work room, kitchenette and small auditorium with stage.

Since the completion of the building the City Council has signed a three-year lease with the County Library Department to furnish the books.

Under the provisions of the Cotton-Oddie bill, recently signed by President Hoover, California will receive \$1,428,000 in forest road appropriations.

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

UNIFORM BUILDING SOUGHT FOR SAN DIEGO, CALIF.

Meeting at luncheon on July 2, ten men inaugurated the campaign to have the city and county of San Diego adopt the Uniform Building Code prepared by the Pacific Coast Building Officials Conference. After general discussion it was decided to have a preliminary conference with the various associations of the building industry and interested organizations and then to call a mass meeting to be held under the auspices of the Builders' Exchange of San Diego.

Those attending the luncheon were: Oscar Knecht, chief building inspector, San Diego; C. B. Pickett, building inspector, Coronado; William Darby, of William Darby Co.; Nolan R. Crooks, Expo-Stucco and Art Marble Co.; Chas. L. Hoskins, president Contracting Plasterers' Association; Ralph H. Markley, manager Schirm Commercial Co.; M. D. Vaughn, plastering inspector, Long Beach; H. L. Wagner, Mission Lime Products Corporation; Roy S. Hayden, state investigator, and Vergil C. Barber, executive secretary Builders' Exchange.

NAPA, CALIFORNIA

By CHAS. GRADY,

Secretary-Manager, Napa Chamber of Commerce

Napa has an exceptional educational system which includes the Union High School, at a cost \$500,000, intermediate, many fine new grammar schools and business colleges.

The population of Napa is approximately 7,000 people and is made up of a permanent class engaged in industrial, professional, and business pursuits. Napa Township has approximately 15,000 people.

Napa has both a City and County Public Library, two daily newspapers, two building and loan associations, three strong banks. These banks have sufficient capital and adequate available surplus to finance legitimate new buildings.

Napa owns its own municipal water supply—by means of a single

arch dam of concrete, 112 feet high and 743 feet long at the crest, located at the end of a narrow gorge in the Milliken Canyon some ten miles north of the city, this forming an artesian lake of pure, soft, mountain water suitable in every way for domestic and industrial purposes. This lake impounds six hundred and four million gallons of water yearly and provides an adequate supply for many years to come.

SHORT BIOGRAPHIES OF BUSY EXECUTIVES

No. 1.—George Garrett

City Manager, Astoria, Oregon

George Garrett, city manager of Astoria, Oregon, has more than a local reputation since he has served as vice-president of the International City Managers' Association.

Born June 20, 1886, in Ada, Ohio. Graduate of the College of Commerce, Ohio Northern University, also the College of Engineering. Served eight years with the city of Portland, Oregon, six years being with the Department of Public Works and Department of Finance in various capacities. Appointed city manager of La Grande, Oregon, June, 1920; city manager of Grand Junction, Colorado, January, 1922; city manager Rhineland, June, 1926.

City manager Astoria, Oregon, March, 1928.

In addition the city of Napa has all the facilities of a modern western city—miles of paved streets, sanitation, public parks, telegraph, telephone, gas and electric systems and beautiful homes surrounded by marvelous gardens. Napa after all is a home city and an ideal place to live.

There are more beautiful and scenic home sites available in Napa Valley than any part of the western country. These home sites are suitable both for the retired business man or business men who are looking for a nice, quiet place to live and

raise their families out in the balmy sunshine. The men who work can enjoy the same privileges.

FONTANA COMMERCE BODY MAKES SURVEY OF PUBLIC INSTITUTION

A recent social survey of Fontana, Calif., shows it to be well supplied with civic institutions, reports the Fontana Chamber of Commerce. These include five schools, five church congregations, two of which have their own houses of worship, a community plunge and playground, a woman's club building, costing \$30,000, the Arrow Club, a young organization in one of the newer sections of Fontana, and the Fontana Inn, which is a community social center.

The first public building erected in Fontana was a schoolhouse. The five school buildings now located in Fontana proper include a junior high school, three grammar schools, and a kindergarten. Fontana is included in the Chaffee High School District, which gives the community the benefit of both the Chaffee High School and Junior College. Pomona College at Claremont is within short commuting distance.

The chamber of commerce finds that all of Fontana's public buildings are of a high-grade, permanent construction and that the architecture is in harmony with the Mediterranean or early California motif which the founders of Fontana adopted as a standard.

ADMINISTRATIVE CENTER LOS ANGELES

In April, 1923, Cook & Hall, city planners, designed an Administrative Center plan, the area of which is similar to that shown on the final approved plan. In 1926 this plan was made the subject of a municipal referendum, which determined the location of the City Hall.

In December, 1924, the Allied Architects prepared a plan for an Administrative Center in Los Angeles. This plan was very elaborate and covered an area several times larger than the present Administrative

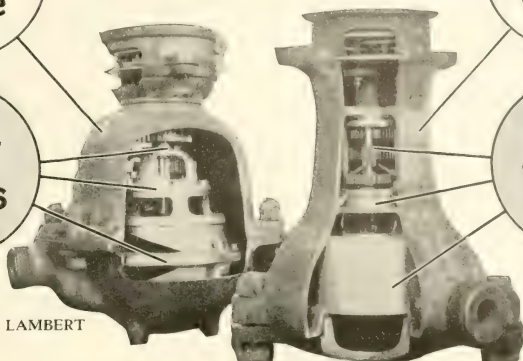
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Parts

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Parts



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TRIDENT

—this is what we mean by
Interchangeability!

The meter cases may be 20 or 30 years old . . . meter design and construction has improved . . . you simply insert new unit parts, and your meters are as good as new . . . with *improved* unit parts (as, for instance, the Trident Oil-Enclosed Gear Train and Heat-proof removable Bushings on Gear Train and Register) *they're better than when you first bought them!* You can go on forever adding endless years of sustained accuracy, of maximum water-revenue production to Interchangeable Trident and Lambert Meters.

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Progress
Yesterday
TODAY
Tomorrow



TRIDENT & LAMBERT METERS

If you mention Pacific Municipalities it will help

Center Plan. It was officially adopted by the Board of Supervisors of the County of Los Angeles, but it was never officially approved by the city of Los Angeles.

In view of the failure of both city and county authorities to give official approval to either of these plans, and because of the necessity of finding a practical solution for the traffic problem, the Board of Supervisors in April, 1927, directed the Regional Planning Commission to make further study. This resulted in the preparation of a plan determining the location of streets in the area bounded by Main Street on the east, Ord Street on the north, Hill Street on the West, and First Street on the south. This plan was so simple and practical as to immediately obtain the approval of both city and county authorities on December 5, 1927.

The new County Hall of Justice and the new City Hall have already been erected in this area. The State Building is now under construction, and in July of this year Federal officials visiting here agreed to select a site within this area for a Federal building adequate to the needs of Southern California.

The extension of Spring Street on the new line as far as the present line of Temple Street has been completed, and its extension through to Sunset Boulevard is now assured within the next few months.

Glendora, Aug. 29.—Mayor C. W. Wilhite wielded a wicked left-handed shovel today during the planting of the first palm tree on Michigan Avenue, the first definite step toward the elaborate street beautification undertaken by the chamber of commerce.

While Mayor Wilhite made the dirt fly, Ross Dana, president of the chamber and local newspaper publisher, with other city officials, looked on with approval.

Following completion of the tree-planting project as outlined by Charles M. Wilhite, chairman of the tree committee, Michigan Avenue, for four blocks, between Bennett Avenue and Foothill Boulevard, will be lined with Cocos plumosa trees, set at the edge of the street curbing, thirty-five feet apart. It is estimated that the program will necessitate the planting of seventy trees, Dana stated.

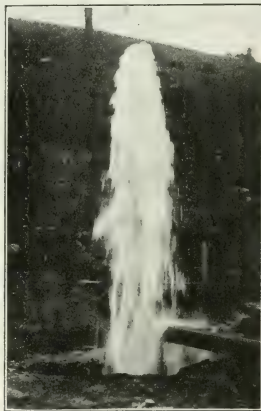
BEAUTIFICATION PROGRAM

The launching of a promotional and educational movement by the Chamber of Commerce for the

beautification of Los Angeles through the erection of appropriate statuary and monuments in recognition of historical events has been announced by President John C. Austin of the Chamber. A survey will be made of available locations for public monuments. Information and data on works of public art in other cities of the country will be compiled by a committee and with other pertinent material will be assembled in a brochure for distribution in Los Angeles county as an educational move.

OAKLAND, CALIF., LIBRARY

Sixty-seven thousand residents of Oakland borrowed 1,563,111 volumes from the Oakland Library System during the year ending



Heppner's, Oregon, Artesian Water Supply—Capacity 500 gallons a minute. Certified pure by the State Board of Health. Located twelve miles southeast of city at the forks of Willow Creek. Depth 210 feet.

June 30, according to the annual report just compiled by John B. Kaiser, city librarian.

These figures represent a gain of more than 20 per cent in book use over last year's totals, and indicate, according to Mr. Kaiser, that 24 per cent of the entire population of the city is using the Oakland Free Library and its branches.

"Every Sixth Grader a Swimmer."

—Under this slogan the boys and girls of the sixth grades of the Los Angeles public schools during the week of June 6th received a course of swimming lessons at the municipal swimming pools under the direction of the Playground and Recreation Department. Each child was given five class lessons—the number which the experience of the Department has shown to be sufficient to impart a knowledge of how to sustain one's self in the water.

This campaign is held yearly prior to the conclusion of the school semester so that children may be able to enjoy swimming during vacation time. Out of the thousands of boys and girls who take the course annually, the great majority actually learn to swim while many of them learn quickly enough in one week to pass the Red Cross Novice Test.

SANITATION OF RECREATIONAL GROUNDS

A recent inspection by the State of California Bureau of Sanitary Engineering of the recreational water sheds of Southern California revealed that these water sheds are maintained in a state of excellent sanitation in spite of the fact that they were occupied at the time of inspection by at least 25,000 people. It is apparent that the individuals who go to these places for recreation have a high regard for the sanitation of the districts which they occupy and maintain a conscientious attitude toward the necessity for preventing the pollution of streams.

Have Conducted Campaign

The sanitary inspectors of the State Department of Public Health and the employees of the United States Forest Service have for years conducted an active campaign of education among individuals who visit these recreational grounds. The inspection just completed shows that swimming and wading in the streams has been discontinued completely. The inspection revealed the fact that a number of recreationists had placed matmelons and lunches in the streams to cool and upon being reminded that the streams were used for drinking water such articles were removed from the streams without hesitation or remonstrance. It is apparent that the campaign of education which has been conducted incessantly for a long period of time has produced results that are conspicuous in the promotion of sanitation in these important watersheds.



Traffic Flows Smoothly When Bridge Decks are Concrete

EXPERIENCE has proven the suitability of portland cement concrete decks for elevated roadways, viaducts, and bridges whether the supporting structure be of concrete, steel, or some other material. Particularly at these points traffic should move freely, without hazard or obstacle. Concrete provides the enduringly smooth surface that traffic requires . . . The considerations of weight which formerly governed the choice of materials for the decks of these structures have, in recent years, been largely subordinated by considerations of safety for traffic. The superiorities of a concrete surface, plus the fact that it is absolutely fireproof, are a determining factor in its ever-increasing use.

The Burnside Street Bridge, Portland, Oregon—This is a bascule drawspan with steel truss approaches. Total length, 2875 feet. Roadway widths: on bascule span, 68 feet; on approaches, 86 feet. Gustav Lindenthal, New York, Consulting Engineer; M. E. Reed, Principal Ass't Engineer; Pacific Bridge Co., General Contractors. Built by Multnomah County.

PORTLAND CEMENT *Association*

Concrete for permanence and firesafety

UNION BANK BLDG. 785 MARKET STREET
LOS ANGELES SAN FRANCISCO

MUNICIPAL ASSOCIATIONS

TENTATIVE PROGRAM OF THE SEVENTEENTH ANNUAL MEETING OF THE INTERNATIONAL CITY MANAGERS' ASSOCIATION

To Be Held in San Francisco, September 24-27, 1930, Palace Hotel,
Convention Headquarters

September 24.—The morning session will be confined to addresses of welcome by Honorable James Rolph, mayor of San Francisco, and Honorable T. E. Caldecott, mayor of Berkeley; response and annual address, by President Stephen B. Story, Rochester, New York; annual report of Clarence E. Ridley, executive secretary, followed by committee reports. The luncheon speaker will be Honorable C. C. Young, governor of California.

The afternoon session will be devoted to the subject of Municipal Finance, which will include:

1. The Execution of the Budget, by J. H. Jamison, former budget director, Berkeley, California.

2. Important Considerations in Administering Special Assessments, by William J. Locke, secretary-manager, League of California Municipalities.

3. Problems Met in the Financing of Public Improvements, by M. M. O'Shaughnessy, city engineer, San Francisco.

4. Marketing Municipal Bonds, by O. E. Carr, City Manager, Fort Worth, Texas.

5. Advantages of Long-Term Financial Planning, Alfred Smith, Staff Member, San Francisco Bureau of Governmental Research.

6. Methods of Reducing the Cost of Government, by Harold Stone, director of research, California Taxpayers' Association.

September 25.—Personnel administration will be the subject for discussion for the morning session. This will include the following papers:

1. The Organization for Handling Personnel Work, by Fred Telford, director, Bureau of Public Personnel Administration, Chicago.

2. Recruiting and Selecting Municipal Employees, by Clifford H. Asgden, general manager, Civil Service Department of the city of Los Angeles.

3. The Classification of Positions and Compensation of Employees, by W. H. Narry, director, San Francisco Bureau of Governmental Research.

4. The Establishment and Administration of a Sound Retirement System, by Albert H. Mowbray, department of economics, University of California.

5. Conditions of Municipal Employment as Factors in Developing Sound Morale, by E. M. Fry, city manager, Oklahoma City, Oklahoma.

The speaker for the luncheon will be Chester H. Rowell, lecturer and world traveler, San Francisco. The afternoon will be given over to a tour around San Francisco and the Bay region. In the evening the delegates will be guests of the Commonwealth Club, with Dr. William Fitch Cheney, president of the Com-

monwealth Club, presiding. The speakers for the occasion will be O. E. Carr, past president of the International City Managers' Association and City Manager of Fort Worth, Texas; and Edwin A. Cottrell, professor of political science, Stanford University.

September 26.—Problems having to do with police administration will be discussed at the morning session and will include the following papers:

1. Selection and Distribution of Personnel, by August Vollmer, chief of police, Berkeley.

2. Record Keeping and Reporting as Bases for Administrative Action, by Bruce Smith, director, Committee on Uniform Crime Records, International Association of Chiefs of Police, New York City.

3. The Policewoman, by Mrs. Elizabeth Lossing of the Berkeley Police Department.

4. Police Training Schools, by J. J. Finlinson, assistant chief of police, and former director of the Los Angeles Police School.

5. The Coordination of Police Work with Activities of Other Law Enforcement Agencies, by Cletus Howell, chief of police, Coronado, California.

6. Traffic Control as It Affects the Police Problem, by Ralph W. Robinson, executive secretary, San Francisco Traffic Survey Committee.

7. Modern Alarm and Signal Systems, by R. W. Weather, Pacific Telephone and Telegraph Company, San Francisco.

The luncheon speakers will be Rolland Vandegrift, executive secretary, California Taxpayers' Association, Los Angeles, who will speak on "The Rising Tide of Taxes and Suggestions for Controlling It"; and William J. Locke, executive secretary, League of California Municipalities, San Francisco, will speak on "Municipal Leagues as Aids to Public Officials."

The afternoon session will be given over to papers having to do with the subject of Reporting to the Public. The following papers will be given:

1. The Annual Municipal Report, by C. A. Harrell, city manager, Portsmouth.

2. Reporting by Means of the Press, by J. L. Franzen, city manager, Oregon City.

3. Reporting Through Budget Hearings, by John P. Broome, city supervisor, Summit, New Jersey.

4. Reporting by Means of the Radio, by Don E. Gilman, program manager of KGO, Oakland.

5. Reporting Through Citizens' Associations, by F. M. E. Nowlan, city manager, Hinton, West Virginia.

6. Renouncing Through Research Bureau, by William H. Narry, director,

San Francisco Bureau of Governmental Research.

7. Motion Pictures as an Information Medium, by Stephen B. Story, city manager, Rochester, New York.

This will be followed by a business session, at which time the new officers will be elected. The annual banquet will be held in the evening, at which occasion addresses will be given by Agnes Claypole Moody, Ph. D., member of the Berkeley City Council; and William B. Munro, professor of political science, Harvard University.

September 27.—For the Saturday program, the scene of action will shift from the Palace Hotel to the University of California campus, where at 10:30 the delegates will give their attention to the subject of Getting and Using Facts as Aids to Management. The speakers for this session will be Samuel C. May, University of California; Frank M. Stewart, University of Texas; and Donald C. Stone, director of research of the International City Managers' Association. The luncheon will be held at the International House on the campus, and the speaker will be Dr. Robert Sproul, president, University of California. A football game between the University of California and Santa Clara University, at the California Memorial Stadium, will conclude the program.

The local committee in charge of arrangements consists of the following: Hollis R. Thompson, chairman; H. K. Brainerd, J. W. Chadwell, Edwin A. Cottrell, R. M. Dorton, Clifton E. Hickok, W. J. Locke, Samuel C. May, William H. Narry, Emery E. Olson, A. E. Stockburger, and Oscar F. Weissgerber. A committee representing the East Bay League of Women Voters will provide special entertainment for the ladies in attendance at the convention.

ANNOUNCEMENT

There will be a joint meeting of the Mayors' Conference of Central California and the City Attorneys' Association of Northern California at

SANTA CRUZ

on Friday and Saturday, September 19 and 20, commencing at 2 o'clock on

Friday

Friday sessions at St. George Hotel. Saturday sessions at Palomar Hotel. A very interesting program is in preparation, but the leading topics for discussion will be:

1. The establishment of a Public Utility Service Bureau which will represent all municipalities in Northern California in proceedings before the Railroad Commission.

2. The Split of the Gas Tax. Many cities feel the injustice of being required to bear the entire burden of improving and maintaining that class of city streets properly called Main Thoroughfares and largely used by outside vehicles.

3. What is the matter with our Street Laws?

Recently we have had exposures of graft in connection with street work. What is the cause and can it be stopped?

Some cities are being burdened by the payment of delinquent assessments. Can this burden be lifted?

"LONG LIFE" *~ low maintenance cost "*

Say A HALF BILLION SQUARE FEET OF THIS MODERN PAVEMENT



When your street's up for paving—Just take for granted long service, smoothness, quietness, perfect traction that means *safe driving* rain or shine—if paving petitions specify Non-Skid Asphaltic Concrete.

And on the question of maintenance—over 550,000,000 square feet of Asphaltic Concrete in the Pacific West say—**LESS UPKEEP EXPENSE THAN FOR ANY OTHER PAVEMENT.**

Asphaltic Concrete *lasts!* When you've paid its first cost—usually

a little less than other hard-surface pavement—you've taken care of a lot of maintenance—years in advance. Scores of Asphaltic Concrete roads over 10 years old—have cost little or nothing for upkeep. One hundred and twenty-two miles in Fresno County cost only \$2.71 per mile per year and stand high-speed traffic—the heaviest kind of trucking to boot.

These records prove Asphaltic Concrete the best pavement for every kind of service. Investigate it before you pave.

STANDARD OIL COMPANY OF CALIFORNIA



Asphaltic **CONCRETE** **NON-SKID PAVEMENT**

The advertiser will be pleased if you mention Pacific Municipalities

Does street work cost too much? If so, what is the remedy?

There have been instances of confiscation of property through the imposition of street assessments. Can this be prevented?

Let's talk it over and do something if possible.

Other subjects will be listed and there will be able speakers present. Besides there will be an opportunity for everybody to be heard.

The City of Santa Cruz is preparing to do the honors.

Make This a Splendid Week End

Attend to public business on Friday and Saturday and then find pleasure on the beach, going fishing, visiting the big trees in the state's Big Basin Park, or viewing the many attractions in the neighborhood.

COME

C. H. CHRISTENSEN, Palo Alto,
Pres. Mayors' Conference.

PRESTON HIGGINS, Oakland,
Pres. City Attorneys' Assn.

H. A. MASON,
Secretary.

PACIFIC COAST BUILDING OFFICIALS' CONFERENCE FINAL CONVENTION PLANS

One of the ablest Long Beach committees ever appointed is in charge of local arrangements for the ninth annual meeting of the Pacific Coast Building Officials' Conference, to be held at the Virginia Hotel, Long Beach, Calif., September 29 to October 4. Announcement of Paul C. Graham as general chairman is made by C. D. Wallis, Jr., chief building inspector of Long Beach. Mr. Graham is vice-president of Graham Bros., dealers in rock and sand, and is second vice-president of the Long Beach Chamber of Commerce.

Seven subcommittees are to handle convention details under Mr. Graham's chairmanship, with chairmen as follows:

Transportation, Robert Leebrecht of Leebrecht & Fisher, building materials; men's entertainment, James Rainey, architect, associated with W. Horace Austin, A. L. A.; ladies' entertainment, R. D. Van Alstine, A. S. C. E., consulting engineer; banquet and hotel reservations, J. W. Black, building material dealer; special events, A. L. Ferver, general manager George M. La Shell Co., building material supplies; finance committee, Chas. W. Pettifer, general contractor; publicity, E. A. "Gene" Bradbury, manager Builders' Exchange.

Chief Building Inspector Wallis is ex-officio member of all seven committees.

The organization meeting for local arrangements was held July 23, at which time each chairman was asked to submit a budget.

INTERNATIONAL ASSOCIATION OF FIRE CHIEFS

The International Association of Fire Chiefs will hold its fifty-eighth annual convention at the Royal Alexander Hotel, Winnipeg, Manitoba, from September 9 to 12 inclusive. A very interesting and extensive program has been laid out to insure a splendid week for those attending. Special rates have been secured from the railroad companies and special trains are being arranged by several organizations. For information and reservations write James J. Mulcahy, secretary, Yonkers, New York, or Traffic Manager George F. Cobb, 774 Albany Street, Boston, Massachusetts.

The days will be occupied with business programs for the men. A very ex-

cellent program has been arranged by President Scott through his committees, which will provide educational matter that will be effective in conveying useful information to the fire service that will apply to the large and small departments.

There will be a fine group of exhibits on display at the exhibit hall, a little distant from the convention headquarters and a continuous bus service will be provided between the two buildings.

MEETING OF NORTHERN CALIFORNIA CITY CLERKS', ASSESSORS', AUDITORS' AND TREASURERS' ASSOCIATION

Held at Turlock, August 16, 1930

By B. L. HAYS, Secretary

Meeting called to order at the High School Auditorium by acting President Wm. Varcoe of Alameda in the absence of President Lynch.

A most hearty welcome was given by Mr. A. A. Caldwell, president of the Chamber of Commerce, and response by City Clerk Varcoe of Alameda.

Mr. Hollis Thompson, city manager of Berkeley and former Turlock High School student, then spoke on "Business Methods in Government Administration," stating that the municipalities are showing more real business methods in their administration of government than the counties. He also stated that the city manager form of government was here to stay, saying that it really placed the responsibility under one head, giving him control of governmental expenditures.

Municipal Government

In speaking of municipal government there are so many things that the governing power is charged with, such as roads, sidewalks, parks, hospitals, police, cemeteries, prevention of fires, power, lights, employment, sewers, water, sanitation and entertainment. It is hard to convince the taxpayer that there is any necessity to increase the tax rates, so all department heads should work to keep expenditures down and strive to make the dollar go as far as possible toward running each department.

Mr. Thompson also stated that the people of the northern portion of the state do not realize their possibilities. The Bay District is to be one of the largest industrial districts in the United States, so San Francisco Bay area must work together in order to enjoy the growth and destiny that this portion of the state deserves.

Interesting Discussion

A very interesting and instructive discussion on "Methods of Recording Minutes," covering what should go into the minutes and of Filing of Ordinances was given by Wm. J. Locke, stressing the importance of properly recording proceedings of council meetings, keeping them in form showing what is actually done. It has been held by the higher courts that the clerk has authority to correct minutes at any time in order to conform to facts in case he discovers a mistake was made during his administration. On all motions made the sponsor of motion and second should be recorded in the minutes. As the council has been elected to govern the city, respect should be shown the council at meetings and said meetings should not be thrown open for open discussion on matters to be con-

In addition to the regular business program extensive entertainment functions have been arranged which will include a musical program, several banquets, a smoker, horse racing at the beautiful Winnipeg race course, sight-seeing tours and a grand ball at the hotel headquarters. A special ladies' program will include bridge parties, a visit to the Winnipeg shopping center, and several lunches.

sidered by the council. If oral communications are to be received by the council they should be heard at opening of meeting. The council should gather a short time before the regular meeting and be informed by clerk as to the different matters to be brought before their body. If possible, the clerk should prepare a calendar and submit to members before the meeting. Another suggestion was the mailing to council members a copy of the minutes after their meeting for their approval and thus save time of reading them at the next meeting. A copy of all ordinances and minutes should be kept in another building so in case of fire all city records would not be destroyed.

In the open discussion a very lively discussion was had as to what to do with and how to handle the fast growing miniature golf courses. A resolution was passed asking the Board of Directors of League of California Municipalities to arrange a place on the program at Long Beach for discussion on this subject by city attorneys, mayors, clerks and assessors.

Meeting Adjourned

The meeting then adjourned to Crane Park, where a very delightful meal was served under the trees, with Mayor J. W. Guy as toastmaster.

State Assemblyman B. S. Critenden, known as the father of the Water Conservation Act, was present and spoke at length on the evils of street assessment acts, giving us some very valuable and instructive information and in discussing the question stated that there were some twenty different assessment districts which could be formed under law, all of which were of benefit. But the question was, "would the value of the property stand so many assessments?" This great number of street assessment acts is causing a great many people to invest their money in other things than real estate, fearing their property might be confiscated by assessments.

Owing to League Convention at Long Beach in October, it was decided to hold our next meeting in November.

Upon invitation of City Clerk Murphy and Treasurer Bloom of Burlingame, it was voted to hold our next meeting in Burlingame.

A real watermelon feast, next on the program, was given to all in attendance.

It was reported that Frank Merritt of Oakland was sick, but know he will be on hand at Long Beach. The last count I had his Deputy, Frank Wallace, had

(Continued on Page 374)

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San Diego County League of Municipalities

By CHAS. F. RICHARDSON, Secretary

Escondido, Friday, Sept. 5, 1930.

The San Diego County League of Municipalities met in regular meeting in the city of Escondido on the above date.

Dinner was served in the Woman's Club House at 6:30. On the call of the roll, seven cities responded with forty-two representatives present.

Many of the members had arrived earlier in the day, at the request of the city council, in order to visit their new swimming pool. It is one of the finest equipped and up-to-date pools that we have at any time visited in the state.

After dinner, the League was called to order by President Andrews, and the minutes were read.

Commodore A. B. Frye reported on the matter of a Public Utility Department in connection with the State League of Municipalities, recommending the adoption of a resolution approving same.

New badges were received, being in the form of a large button, with place for name of member and his city; the words, "The League of Municipalities of San Diego County," on the outside circle; and above the name is a mountain view, representing the inland cities, and below, an ocean view, representing the beach towns. The bill for same was allowed and ordered paid.

A communication was read from the State-County Park and Beach Association re the matter of the defeat of the State Park Bond issue, showing that it was lost by a narrow margin—it being necessary for the vote to carry of 66 2-3 per cent, whereas the vote was 63 2-3 per cent.

The League went on record as favoring any further immediate action taken by the State Park and Beach Association of San Diego County for the acquiring of said State Parks for San Diego County.

The gavel was then turned over to the mayor of Escondido, who, after welcoming the League and speaking of the progress of the city and improvements, introduced Mr. A. E. Williams, president of the Zoning League of Los Angeles. Mr. Williamson gave the most instructive, informative, and enlightening address on the subject of zoning, illustrated by maps and charts, it has ever been our privilege to hear.

He was accorded a most hearty vote of thanks, the members of the League rising.

Vote of thanks was extended to Escondido for its courtesies.

The League accepted the invitation of Coronado for its next meeting, Friday, October 3.

prevention engineer, Los Angeles County, "Fire prevention as related to theater construction"; Norman W. Kelch of Los Angeles, "Reinforced brick masonry"; and James M. Evans, of Los Angeles, "General problems encountered by an electrical inspector." Arrangements are being made for other papers of similar interest.

Delightful Entertainment

Delightful entertainment has been planned for the wives of delegates. Group entertainment for all in attendance will include a spectacular night trip through a steel mill and an all-day excursion to the world renowned Catalina Island.

Recognizing the practical value of the sessions, an increasing number of men is attracted each year to the convention of the Pacific Coast Building Officials' Conference. Judging from the way reservations are being received this year, Conference Secretary David H. Merrill, whose headquarters are at Long Beach, California, estimates that this year's attendance will far exceed that of any previous year.

MEETING OF NORTHERN CALIFORNIA CITY CLERKS' ASSOCIATION

(Continued from Page 372)

loaded up eight big melons to take to Frank.

A tip to all miniature golf players to practice up before the Burlingame meeting, as John Blakeley of Lodi and Otis Allen of Pacific Municipalities Magazine have issued a challenge to all players.

A vote of thanks was given to Turlock Chamber of Commerce and to the committee in charge of the meeting for the delightful entertainment, and the meeting adjourned.

The following members were in attendance:

E. N. Clintman, Deputy Auditor, Alameda.

Mrs. E. N. Clintman.

W. E. Varcoe, City Clerk, Alameda.

F. A. Bloom, Treasurer and Tax Collector, Burlingame.

J. R. Murphy, City Clerk, Burlingame.

Dorothy Ipsen, Deputy Auditor, Berkeley.

Harold L. Hock, City Assessor, Berkeley.

Mrs. H. L. Hock.

Florence Turner, City Clerk, Berkeley.

Hollis R. Thompson, City Manager, Berkeley.

C. E. Wood, City Clerk, Oakdale.

Frank A. Wallace, Deputy City Clerk, Oakland.

M. B. Templeton, City Clerk, Hayward.

J. E. Welsh, Deputy Assessor, Hayward.

F. F. Blakeley, City Clerk, Lodi.

B. L. Hays, City Clerk, Mountain View.

J. O. Ford, Assessor and Tax Collector, Richmond.

Wm. J. Locke, Secretary-Treasurer, League of Municipalities, San Francisco.

Otis R. Allen, Pacific Municipalities Magazine, San Francisco.

E. L. Hutchings, City Clerk and Auditor, San Leandro.

A. P. Ferguson, City Clerk, Turlock.

All members of Turlock City Council, City Attorney and City Engineer M. M. Swisher, City Clerk, Auditor and Assessor, Watsonville.

Pacific Coast Building Officials Conference. Final Convention Program

Focusing the attention of city building officials and every branch of the construction industry on better building and building legislation, the ninth annual meeting of the Pacific Coast Building Officials' Conference will be held at Long Beach, California, September 29 to October 4, inclusive. Program and entertainment features announced by H. E. Plummer, president of the Conference and chief inspector of buildings, Portland, Oregon, point to a gathering of exceptional interest and practicality. Convention headquarters are the well known Virginia Hotel. Following the usual custom, all general sessions and committee meetings are open to anyone desiring to attend.

Activities of Conference

Activities of the Pacific Coast Building Officials Conference are centered around the maintenance and promotion of the Uniform Building Code prepared and published by the Conference. This code has been adopted and is in satisfactory operation in 81 municipalities, 72 of which are on the Pacific Coast. Interest in the code is increasingly widespread because of the number of cities using it and the

additional number considering its use.

Open discussions of the code will occupy more than two days' time at the convention. This will include three informal breakfast discussions on enforcement, an afternoon presentation of six papers covering the entire code with a discussion following each, and parts of three days devoted to open discussions of proposed code additions and changes under the guidance of six code changes committees headed by building inspector chairmen.

A number of well qualified men have consented to present papers, among which are mentioned: A. C. Horner of San Francisco, "The establishments of limits for fire zones"; Henry D. Newell of San Francisco, "Factors of safety in wood construction"; Leonard S. Smith, formerly of the University of Wisconsin, "Some neglected phases of our housing problem"; James F. Collins, director state department of professional and vocational standards, "Cooperation between building departments and the state in the licensing of contractors"; H. G. Ufer of Los Angeles, "Methods used by Underwriters' Laboratories, Inc., in making standard fire tests"; R. L. Dunlap, fire

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Miami, Fla.
Atlanta, Ga.
Lewiston, Idaho
Chicago, Ill.
Terre Haute, Ind.
Des Moines, Ia.
Kansas City, Kans.
Emporia, Kans.
Wichita, Kans.
Lexington, Ky.
New Orleans, La.
North Adams, Mass.
Detroit, Mich.
Kalamazoo, Mich.
Grand Rapids, Minn.
Yazoo City, Miss.
Jefferson City, Mo.
Helena, Mont.
Scotts Bluff, Nebr.
Hudson, N. H.
Wildwood, N. J.
Albuquerque, N. M.
Las Vegas, N. M.
Nashua, N. H.
Fayetteville, N. C.
Dayton, Ohio
Columbus, Ohio
Oklahoma City, Okla.
Williamsport, Pa.
Columbia, S. C.
Milbank, S. D.
Chattanooga, Tenn.
Memphis, Tenn.
Dallas, Tex.
Galveston, Tex.
Beaumont, Tex.
Seattle, Wash.
Spokane, Wash.
Moose Jaw, Sask., Can.
Honolulu, Hawaii

QUESTIONS AND ANSWERS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

DILAPIDATED BUILDING

Question: Has a city of the sixth class power under the general laws, without adopting an ordinance, to condemn and tear down a building, after notice and hearing to the property owner before the city council, on the ground that the building is unsightly or a fire menace?

Answer: You would not have that power merely because the building is unsightly, but you could condemn it and take it down providing it actually constituted a fire menace, and you first notified the owner and gave him an opportunity before the city council to show cause why it should not be condemned. However, if its condition was dangerous to the passing public, and it was damaged or dilapidated beyond repair, it might be summarily abated as a public nuisance.

GASOLINE TAX

Question: Is any movement on foot to bring about legislation that will divide the gasoline tax so that municipalities will receive a portion, and will this subject be discussed at the next convention?

Answer: Legislation has already been prepared and is ready for introduction, covering this matter, and the subject is on the program for discussion at the next convention.

ZONING OF CHURCHES

Question: Is there any question as to the right of municipalities to exclude churches from a single family residential district?

Answer: We have examined the reports and have failed to find any decision having been rendered on this question by the highest court of any state. There is reason to believe that such a provision would be upheld, providing it could be shown that the action of the planning committee and the council was not based on religious grounds. However, it is quite possible that the courts might take a different view of the question. It will be ad-

(Note: The Board of Directors of the League recently adopted a resolution to the effect that when any information or an opinion is requested from the office of the secretary-manager the same shall be given only upon request of the head of the department, commission or board having jurisdiction over the subject matter thereof. This resolution was not intended to apply to those cities or towns not having a city attorney.)

mitted that churches have heretofore been established among homes rather than in the commercial or industrial districts. It is the opinion of a number of leading city attorneys that public policy, if not the law, dictates the wisdom of permitting the establishment of churches anywhere throughout a city. It has been further suggested, however that it might be construed as reasonable to restrict them to corner lots.

WHITE AUTOMOBILES FOR TRAFFIC OFFICERS

Question: Has the question of requiring traffic officers to use white automobiles yet been passed upon by our supreme court?

Answer: There is a case now pending in the supreme court which arose in North Sacramento, and a decision is expected soon.

LIABILITY INSURANCE

Question: I would like to know if the provisions of the enclosed policy comply with the standard form adopted by the league's committee, and gives our town adequate protection.

Answer: The policy was written through a responsible broker and placed in a company whose assets are beyond question. We believe that it contains all the provisions required by the committee.

TELEPHONE FRANCHISE

Question: A telephone company has been operating its lines in our town for several years without any franchise, and has installed unsightly poles along our principal streets. The town would like to beautify its principal streets by the addition of ornamental electroliners. To do this it would be necessary first to remove the telephone poles, but the

company refuses to do so. Can we compel them to remove the poles?

Answer: Under Section 536 of the Civil Code it has been held that telephone companies have a right to use such portion of a city street as may be necessary or convenient for the operation of their lines, without compensation. (Vol. 24, Cal. Jur. 479.) However, a city operating under a freeholders' charter has a right to regulate the location of poles and wires. (Sunset Tel. & Tel. Co. vs. Pasadena, 161 Cal. 265.) A city operating under a freeholders' charter may remove the poles. (Sunset Tel. & Tel. Co. vs. Pomona, 164 Fed. 561.) Unfortunately, your town, not being under a freeholders' charter, is without that power.

BUSINESS LICENSES

Question: Our license ordinance provides that undertaking establishments shall pay a license fee of \$20. One undertaker, who has his principal place of business in another city but maintains a small branch in our town, refuses to pay a license on the ground that he pays one to the state, and he maintains that the state license is in lieu of all other licenses. What is our legal position?

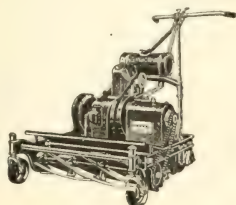
Answer: You have the right to impose and collect from the undertaker a license tax for revenue but not for regulation, as that is done by the state. Enclosed we are sending you copies of other ordinances showing that undertakers in other cities are required to pay such a license.

BUILDING CODE IN OREGON

Question: We understand that California has a law on the statute books authorizing municipalities to adopt a building code, plumbing code, or electrical code by reference, without the necessity of reprinting it in a newspaper. Can you tell us where to find that statute?

Answer: Enclosed we are sending a copy of the statute. It was passed at the request of our League in 1927, and is known as Chapter 190 of the statutes of that year.

(Turn to Page 381)



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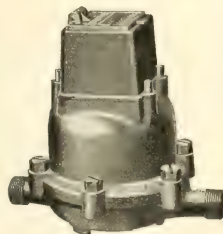
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MUNICIPAL PERSONNEL

W. D. BARKHUFF, SEATTLE, WASH., CITY ENGINEER, PASSES

William Delbert Barkhuff, city engineer of Seattle for over three years, met his death in an automobile accident on July 26. He is survived by a brother, George P., of Colton, Washington, and a son, Delbert Kirby.

Barkhuff was born June 10, 1873, in Iowa, and had been a resident of Washington since 1875. He was a member of the first graduating class of Washington State College in 1898, with a degree of Civil Engineer. His first public office was that of city engineer of Everett, Washington, which he held for two terms beginning in 1903. He was district engineer in the engineering department of Seattle from 1908 to 1912. The next ten years Barkhuff spent in a consulting capacity, in contracting and in ranching.

In 1922 he was appointed commissioner of streets and sewers in the board of public works of the city of Seattle. Barkhuff was one of the outstanding engineers of the Pacific Coast and is identified with many important engineering projects during the period of the rapid growth and development of Seattle. He was a member of the Masonic fraternity, Shrine, and Order of Eagles and was active in many other organizations of Seattle.

O. A. Piper has been appointed acting city engineer since the death of Barkhuff.

R. D. Laisner, captain of the Portland, Ore., fire department, passed away just after extinguishing a fire on July 4, 1930. Laisner was appointed to the Portland fire department February 8, 1906, and promoted to lieutenant March 15, 1924. He was captain of Engine No. 31 at the time of his death.

Oral C. Boyne, of Wilmington, Calif., has been elected president of the newly formed Wilmington Northwest Improvement Association. The other officers elected were A. P. Tonnesen, vice-president, and W. T. Corbusier, secretary. A board of directors will be elected at a meeting to be held in the near future.

WOMAN AS MUNICIPAL JUDGE IN SAN FRANCISCO

Dr. Theresa Meikle

Born in Globe, Arizona, August 4, 1893, educated in public schools of Oregon. Entered the University of California in

"PORTIA"



1911 and received degree of A. B. in 1915; graduated from the law school of the University of California with degree of Juris Doctor in 1919. Practiced law in San Francisco until appointed in 1923 assistant district attorney in women's court by District Attorney Brady. Appointed 1926 by Governor Young as attorney for State Board of Pharmacy with complete charge of the prosecution of all violations of the State Poison Law. Appointed August 1930, judge, San Francisco Municipal Court.

Dr. Meikle is interested in the administration of criminal law. She believes that the present methods of criminal courts are not calculated to accomplish very much in either preventing or reforming criminals and that every effort should be made towards this accomplishment.

City Clerk William Glascott, of Pacific Grove, Calif., passed away at his home August 18 after an illness of several months. Glascott, a Californian since early youth, was a well-known figure in the civic life of Pacific Grove and held the office of city clerk since 1928.

Edward Harvey, of Auburn, Wash., was unanimously elected a member of the city council August 20 to fill the vacancy left open by the resignation of H. R. Philips. Harvey is a former member of the city council and has been closely connected with civic affairs for a long period of years.

E. E. Meyers of Oceanside, Calif., has been appointed building inspector to replace William P. Jensen, who recently resigned.

Floyd Case of Laguna Beach, Calif., has been appointed acting building inspector to fill the position left vacant through the resignation of A. J. Stead.

Redondo Beach, Calif., has divided the position of city engineer and building inspector. D. L. Bundy, who formerly occupied the combined position, is now city engineer and the new building inspector is W. H. Pettingill.

C. E. Hawkins has the distinction of being selected as mayor of the new town of Hines, Oregon. Other officers elected were Earl Sloan, George Butler, Bob Straham, Roke Smith, Harold Whitten, A. E. Kinman, aldermen; Fred Potter, recorder; E. E. Kalk, treasurer, and E. J. Brown, marshal.

Wm. T. Davis has been appointed chief of police for Pleasanton, Calif., succeeding Bert W. Bennett, who resigned after holding the position for more than five years. Davis has served Pleasanton for the past ten years as city judge and Chas. A. Gale, local attorney, has been appointed to fill this position.

Ray Williams, president of the Wallace, Idaho, City Council, who has been acting mayor since the resignation of Herman J. Rossi on June 21, resigned at the regular council meeting Monday night and J. H. Munson, veteran councilman,

was appointed to succeed him as president of the council and acting mayor. Williams will remain as a member of the council, however.

Benjamin J. Connelly has been appointed street superintendent of South Gate, Calif., succeeding E. M. Marvel.

Deputy City Clerk W. W. Chappelle of Oakland has been appointed as franchise clerk, a new position created by resolution of the city council.

A. C. Vestal, councilman of the city of Marshfield, Oregon, resigned on August 18. Vestal has moved to Bar View, outside the city limits, making him ineligible for a city council post.

W. H. Collins, contractor and builder, is the new building inspector of Lynwood, Calif., replacing Millard L. Johnson, who has been acting building inspector during the absence on sick leave of W. J. Beymer.

Dr. Allen F. Gillihan, health officer of San Luis Obispo County, now issues a monthly review of the activities of the San Luis Obispo County Health Department which is distributed to interested residents of the county. The review is mimeographed and it gives a monthly resume of recorded births and deaths, communicable diseases reported, supervision of milk and water supplies, immunization procedures, general sanitation and laboratory examinations. In addition to the tabulated material, Dr. Gillihan issues each month an interesting statement summarizing the health conditions that have prevailed within the county the month preceding the date of issue. Doctor Gillihan prints the following as the aim of his department:

"To enable the people to live a little longer, and, through health and education, to enjoy more contented lives."

George Blum, official police photographer for the San Francisco police department, died Saturday, Au-

gust 9. George Blum was one of the outstanding photographers of his profession and is famous for his invention of the "Eagle Eye" camera, described as "a portable photographic studio." This camera, used extensively by criminologists and police of the world, has been acclaimed as a valuable addition to the technique of crime detection.

Dr. S. Iglick of Orland has been appointed health officer of Glenn County to succeed Dr. F. M. Lawson. Dr. Iglick has served as city health officer of Orland for many

years. He has always been an active exponent of public health education and has contributed many popular articles to the newspapers of his community. His broader field of work will enable him to expand these activities. Dr. Iglick is active in the Health Officers' Section of the League of California Municipalities.

Thad Dourain, Harry Dowd and Albert Nichols, three new members of Humboldt County's highway patrol, have returned from a training course at Sacramento.

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Judge Stanley Moffatt of South Gate, Calif., is the subject of a complimentary editorial in a recent issue of the South Gate Tribune. Commenting on the easy ways in which a city can get a "black eye" it mentions particularly the fact that so many cities look upon the out-of-town motorist as easy money whenever he gets into the clutches of the local traffic department.

"In this connection," concludes the editorial, "it is gratifying to note that Police Judge Moffatt has had the idea of fairness and not dollars in mind when dealing with cases of minor traffic law violators. He has steered clear of all idea of heavy assessments to bring more dollars into the coffers of the city."

"Justice is what the people want—dollars extracted in any other manner prove a boomerang and a curse."

Judge Moffatt is a graduate of Stanford University of the class of 1914 and is in active practice of law along with his work as city judge. His court is a night court, holding one regular session on Wednesday nights and arraignments and trials every day on demand.

Councilman Dan F. Coombs, who has served Culver City, Calif., in an official capacity for over twelve years, tendered his resignation to the Culver City council July 31st. Mr. Coombs was forced to withdraw from his official capacity because of the demands of his personal business. Councilman Coombs began his official career in Culver City in 1917, when he was elected a member of the city council and has served continuously ever since, having served a two-year term as mayor from 1920 to 1922. For the past four years he has served as chairman of the board of public works of the city.

J. W. McGregor was appointed as city engineer of Lompoc by the city council August 22. This appointment is in line with the new ordinance creating a city planning commission, of which a salaried city engineer is required as a member. In addition the mayor will appoint six members, and the city council two others, making a total membership of nine.

Mrs. Mary Breeding, Mrs. Martha Brown and H. J. Richter, new members of the Amity, Oregon, city council, were sworn in at the meeting of the council held Monday, August 4.

Henry Palfrey has been unanimously elected a member of the McMinnville, Oregon, city council, to serve out the unexpired term of Walter J. Simkins, resigned.

Klamath Falls, Oregon, voters defeated the proposed commission-manager form of government at the polls August 12, by a vote of 1520 to 328. As a result the mayor-council form of government will be retained in the city. The citizens also voted at the election to include Hillside, Beaumont, the Terraces, and Dixon, within the city limits.

Stanhope S. Pier, commissioner of finance of Portland, Oregon, was elected president of the city council at its meeting August 15, to succeed C. A. Bigelow, retired commissioner.

W. D. Minter, chief of the Long Beach, Calif., fire department, has requested information as to the operation of the Portland, Oregon, emergency hospital, reporting that an emergency hospital for the fire department is being planned in Long Beach. The fire department would employ a surgeon in charge of the hospital.

Charles M. Lynn, Culver City, California, contractor, has been appointed to the seat on the City Council left vacant by the resignation recently of Dan F. Coombs, veteran official.

A. E. Stockburger, city manager of Alhambra, has been made president of the California State Association of City Managers. The honor comes to Stockburger, who has been first vice-president, through the resignation of Oscar F. Weissgerber, who has left his duties as city manager of San Mateo.

Word of the appointment to the office reached Stockburger in a letter from the retiring president. The office also places the Alhambra city manager on the board of directors of the California League of Municipalities, an organization which has a membership of 250 cities.

City Manager Stockburger announced he would attend the International Convention of City Managers scheduled for San Francisco September 24 to 27, inclusive. He is a member of the committee of arrangements for the international convention.

M. J. Pilkington has been selected as mayor of Flagstaff, Arizona. Other officials are: Claude Mack, Ray H. Simpson, Orinn E. Webber, Dan Williams, W. T. Robertson and H. B. Grogger, councilmen; Clarence T. Pulliam, city clerk, treasurer and police magistrate; J. R. Cooper as chief of police; Frank Goodman as engineer, and John Marshall, water superintendent.

Ernest C. Willard, of Portland, has been requested by the board of directors of the Pacific Northwest section, American Water Works Association, to continue as secretary of the section for another year, as R. F. McLean, who was elected secretary and treasurer, has declined to accept the office.

C. H. Judson, newly elected councilman of Palo Alto, has been appointed by Mayor C. H. Christensen to serve on the committees on public safety and public library governing board.

W. C. Rawson has been unanimously chosen mayor of Safford, Arizona, by the city council. Martin Layton was reappointed city clerk, police judge and ex-officio treasurer and C. Hooker was appointed city attorney.

Charles C. Adams, who has served as assistant to Managing Director Hollis R. Thompson of the Berkeley, California, Chamber of Commerce for the past ten months, has been selected to fill Thompson's post, left vacant when the latter resigned to become city manager of Berkeley.

William McLaughlin was named water superintendent of Morton, Oregon, on August 7, at a meeting of the city council. J. J. Henricks was sworn in as a new member of the council and B. W. Coiner resigned as city solicitor at the same meeting.

J. G. Peterson has been chosen mayor of Mesa, Ariz., for the fourth term.

Four hundred and twenty classified varieties of birds furnish the great natural summer orchestra in the Rocky Mountains and on the rolling plains of Colorado.

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Attractive new headquarters of Link-Belt Company, Pacific Division, Bay Shore Highway, San Francisco.

On Paul Avenue, at the San Francisco Bay Shore Highway, stands the modern and attractive new plant of the Link-Belt Company, Pacific Division, to which this company recently moved from its old location at Nineteenth and Harrison streets. This new plant brought to a head long-standing and carefully laid plans for a headquarters of adequate size to take care of manufacturing facilities and adequate stocks for Pacific Coast trade.

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ient and pleasant surroundings, it may well be considered one of the most modern and best equipped plants of its kind in the West. The three buildings comprising the plant, the office building, warehouse and manufacturing buildings, are situated within fifteen minutes trucking distance from downtown San Francisco, and are within easy access to the whole east bay district and the San Joaquin Valley by way of the new San Francisco Bay bridge.

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QUESTIONS AND ANSWERS

(Continued from Page 374)

QUALIFICATIONS OF MARSHAL

Question: Our town is without a city recorder and there is no qualified person living within the corporate limits. Could we appoint a non-resident, or may we appoint the justice of the peace, who, by the way, is also a non-resident?

Answer: There is no provision in the constitution or general laws which makes it mandatory for the recorder to be a resident of the city for which he is appointed, nor is there any provision which prevents the appointment of a non-resident justice of the peace to that office. We are inclined to the opinion that a justice of the peace may hold both offices and receive compensation for each, at one and the same time.

AUDITING BILLS

Question: Can the chairman of the finance committee approve the bills and afterwards sign warrants for their payment?

Answer: According to Section 864 of the municipal corporation act all bills must be audited by the board of trustees. However, they usually delegate this function to a committee of the board. The same section provides that all warrants shall be signed by the president of the board and countersigned by the clerk.

ADVANTAGES OF FIFTH CLASS CITIES

Question: Would you please tell me what advantages a fifth class city has over a city of the sixth class?

Answer: No advantages, unless a more direct control of the school board be deemed an advantage. Fifth class cities constitute a special school district and the people of the city elect a board of education.

On the other hand, cities of the fifth class are surrounded with limitations and restrictions in the manner of taxation which are very objectionable. The fact that there are only three fifth class cities in the state is rather significant. When a sixth class city gets large enough, it usually adopts a freeholders' charter for its government.

SECRETARY'S PAGE

(Continued from Page 340)

States and, based on their contents, the secretary-manager recently sent out a composite ordinance containing all the provisions of all the other ordinances received. Since then attention has been called to the fact that miniature golf courses are being established indoors as well as in vacant lots, and some distinction should probably be made in favor of those established within buildings.

EXTRAORDINARY SERVICES OF FIREMEN AND POLICEMEN

An important question was raised recently regarding the status of firemen or policemen who might receive injuries while performing services which were not strictly within the scope of their employment.

Not long ago a woman stalled her automobile in a private driveway. A passing policeman went to her assistance and was injured in trying to get the automobile started. In another case, a man under the influence of bootleg whiskey climbed up on the scaffolding of a scenic railway and refused to come down on the orders of a policeman. The fire

department was sent for and he was brought down by means of the hook and ladder. Incidentally the fireman who brought him down was slightly injured in the performance. Question: Were these officers injured in the course of their employment and are they therefore entitled to workmen's compensation?

There is one case on record before the Industrial Accident Commission on where a fireman received injuries in getting some small boys down from a building under construction. In that case the municipality made no contest and workman's compensation was allowed. However, if some taxpayer had intervened and protested on the ground that the fireman was not injured in the course of his employment a different decision might have been rendered.

Be that as it may, all doubt on the question should be removed. That can be done easily by the adoption of an ordinance authorizing policemen and firemen to render such extraordinary services when called upon. A specimen ordinance was prepared and recently sent out from the League headquarters under Bulletin No. 12, first having been submitted and approved by the attorney of the Industrial Accident

Commission. Since then, however, our attention has been called to the fact that it is the practice in other cities to call upon firemen to perform such work as the stringing of flags and banners for celebrations and carnivals. In cities where such practices are followed it would be necessary to amend the ordinance sent out from League headquarters.

SPECIMEN ZONE ORDINANCE

It has been the intention of this department for some time past to prepare and send out a specimen ordinance for the zoning of cities, but unexpected delays were encountered. However, the way is clear at last, and all that now remains to be done is the work of mimeographing the ordinance, which we hope to have completed within the next few weeks, whereupon several copies will be sent to each municipality.

MODEL SPECIFICATIONS FOR STREET WORK

Another important service in contemplation and one which we hope to see realized within the very near future is the preparation and issuance of model specifications for street work and kindred improvements. It is proposed to have them printed and published in book form.

The work will be done subject to the approval and supervision of H. S. Gierlich, president of the Department of Engineers and Street Superintendents. It is expected to be complete in every detail and will make a volume of considerable size. Every city belonging to the League will receive one free copy, while other copies will be sold to engineers, contractors, and other interested at the cost of publication.

GASOLINE TAX

Inquiries are constantly being received at the League headquarters regarding the question of distributing a portion of the gasoline tax money to municipalities. While there is some difference of opinion as to how it should be distributed, practically all city officials are agreed that those streets and highways forming a continuation or extension of the state or county highway systems should be constructed and repaired out of the money obtained from this source. No one will dispute the fact but that the paving and repairing of these highways are of statewide interest and concern rather than mere local interest. Furthermore, no one will dispute the further fact that those who

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use the highways should pay for them. Several conferences have been held between a committee of the League and B. B. Meek, Director of Public Works, in the hope of arriving at some mutual understanding prior to the meeting of the legislature. In addition to this a bill has been drafted covering the matter and is all ready for introduction. The cities and towns of California will insist upon some fair division of the gasoline tax money.

GENERAL LIABILITY INSURANCE

A meeting of the committee on general liability insurance was held at the League headquarters in San Francisco on Tuesday, August 12, nearly all members of the committee being present besides a number of representatives of different insurance companies. The companies requested an opportunity for further examination of the forms prepared

by the League committee, and stated that if agreeable they would prepare and submit a form of policy for the committee's consideration. This suggestion was agreed to and the representatives of the insurance companies stated that a form would be prepared and submitted as soon as possible.

MEETING OF THE BOARD OF DIRECTORS

A regular meeting of the Board of Directors of the League was held in the City Club, Los Angeles, on Friday evening, August 29. Messrs. Allen and Bothwell were present and reported on the progress of the exhibition, which is to be held in connection with the Long Beach convention. They stated that all available space was practically taken or spoken for and that there was every reason to believe that the exhibition feature would be an unqualified success. Most of the time was spent in discussing the program for the approaching convention, and invitations were extended to the cities of all adjoining states. It was the unanimous belief of the board that another meeting should be held prior to the convention, and it was decided to hold one at Long Beach on September 19. It was the opinion of the board that the approaching convention would surpass all others in point of interest and attendance.

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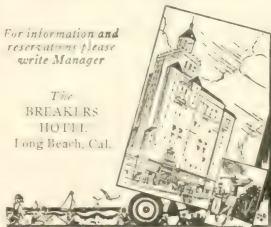
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CALIFORNIA'S IDEAL CLIMATE

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

Service Bureau

Requests for advice or assistance on matters pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league.

It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

Executives are requested to use the following coupon, enumerating their wants. Catalogs covering those wants will be sent by return mail.

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PACIFIC MUNICIPALITIES

Vol. XLIV
No. 10

OCTOBER
1930



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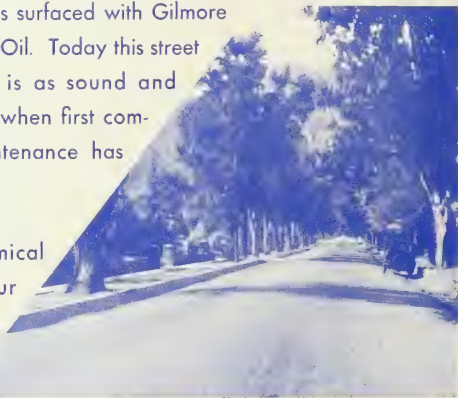


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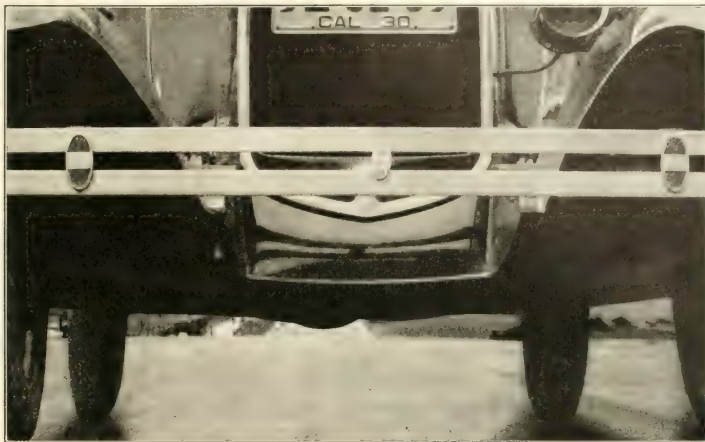
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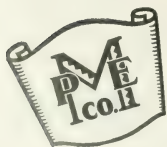
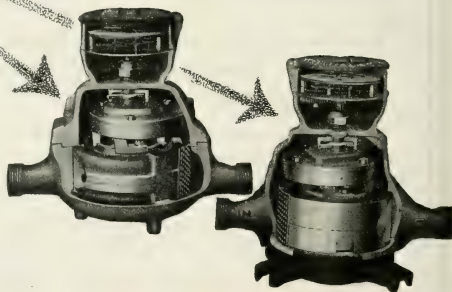
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Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

The City Managers' Convention at San Francisco

THE Seventeenth Annual Convention of the International City Managers' Association, which was held in San Francisco, September 24-27, 1930, was an unqualified success. The program was interesting and instructive, and the attendance exceeded all expectations.

The address of welcome was extended by Gordon Whitnall, president of the League of California Municipalities. The success of the convention was due in a large measure to the splendid work of Mr. Hollis Thompson, City Manager of Berkeley and chairman of the local committee of arrangements, and much credit is due to the masterful way in which he handled the whole affair. Mr. Clarence N. Ridley, Executive Secretary of the Association, is also entitled to great credit for his work in preparing the program and looking after details. The City Managers left a most favorable impression on the community.

New Legislation

In response to the questionnaire recently sent out from League headquarters numerous suggestions have been received for new legislation, among which are the following:

1. **Limitation on the Power of Financing Improvements by Special Assessments.** There has been an increasing demand for legislation along these lines, and the League is committed its support by the resolution adopted at the Oakland convention last year. It is a difficult problem to solve.

2. **Gasoline Tax.** Many replies to the questionnaire show an increasing demand that those portions of state and county highway systems running through cities and towns be constructed and maintained out of the gasoline tax money. The practice of imposing the burden of improving and repairing these through highways on the local property owners is indefensible and intolerable.

3. **The Recall Law.** From other sources comes a demand for reasonable amendments to the recall law, such as those embodied in the bill introduced by Assemblyman Harper two years ago. The unfair provisions of the law as it now stands militate against its use. The recall law should not be made an easy weapon for disgruntled agitators or disappointed office seekers.

4. **Race Discrimination in the Use of Swimming Pools.** Several requests have come in from time to time for legislation which will enable some fair discrimination to be made between races in the matter of using swimming pools. The fact that legislation has been upheld which upholds the right of race discrimination in our public schools would seem to indicate that such legislation would be upheld along other lines providing it is reasonable and fair.

5. **General Liability Insurance.** A demand has come from many quarters that the law with relation to general liability insurance should be amended in such a way as will afford proper protection to taxpayers. In this regard matters have come to such a pass that if a person stubs his toe on the sidewalk he immediately runs to a lawyer and brings suit against the city. Something will have to be done to curb this practice.

6. **Budget System for Cities.** Another suggestion coming in response to the questionnaire proposes a budget system for cities of the sixth class. Many of them are now using the budget system, and there is a feeling that it should be mandatory.

Grade Separation. A suggestion from one of our southern cities proposes the adoption of a statute similar to one they now have in the state of New York covering the installation of grade separations. It provides for allocating 50 per cent of the cost on the railroad company, 49 per cent on the state, and one per cent on the city.

Meeting of the Board of Equalization. A suggestion comes from one of the cities of the sixth class in Alameda County that the law be changed so as to provide that the

board of equalization meet at 8 o'clock in the evening instead of 10 o'clock in the morning. The proposition appears reasonable.

"Council" Instead of "Trustees." Two years ago the name of the legislative body of sixth class cities was changed to "city council" instead of "board of trustees." It has been found, however, that there are a number of places remaining in the general law where the change has not been made, and it is proposed that this be corrected at the next session.

Legislative Sanction to the League. Leagues of municipalities are officially recognized in the states of Iowa, Kansas, Minnesota, New York and New Jersey. These states not only recognize the leagues but authorize the sending of delegates to the conventions. In California we have such a statute but it applies only to the supervisors. It is only proper that the law be extended to city officials.

Mutual Water Companies. Another suggestion of importance is one proposing to allow municipalities to become stockholders in a municipal water company. A situation has arisen in several places which would make such a change desirable.

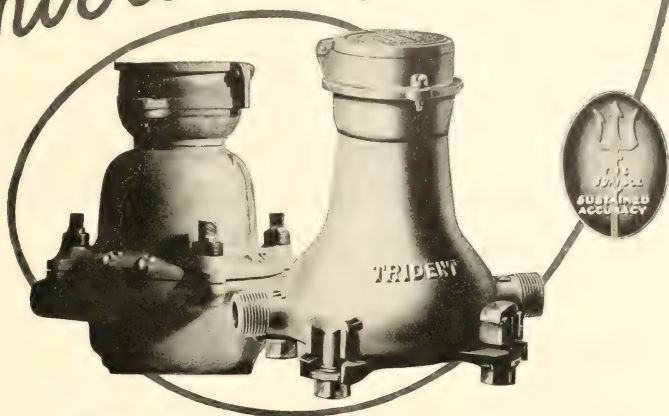
Longer Land Leases. From several sources suggestions have been made that the law be amended so as to permit long time leases under certain circumstances. In one case the city desires to lease land to the county for park purposes while in another it is desired to lease land for a sewer farm. The present term is only twenty-five years and it is felt that this should be extended.

Pension and Compensation. It has been suggested that the law be clarified in respect to the granting of pensions and the paying of compensation. It has been decided that under some ordinances an injured official or employee is entitled not only to compensation but also entitled to a pension at the same time.

The Municipal Exposition at Long Beach. The attention of delegates is respectfully called to the municipal exposition which is held in connection with the convention. Most of

(Turn to Page 434)

Interchangeability



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The Stockton \$6,000,000 Deep Water Project in the making.

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A City Plan being worked out in detail.

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League of California Municipalities

OFFICIAL PROGRAM

Thirty-second Annual Convention

Long Beach, October 6 - 10, 1930

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WM. J. LÖCKE, Alameda
Secretary-Manager

JOHN J. O'TOOLE, San Francisco
Treasurer

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Former Mayor, Long Beach

JAMES H. MITCHELL
City Attorney, Burbank

OSCAR F. WEISSGERBER
Former City Manager, San Mateo

C. J. S. WILLIAMSON
City Planning Commission, Santa Monica

H. S. GIERLICH
Former City Engineer, Montevia

IVAN A. SWARTOUT
City Clerk, San Fernando

H. C. BOTTORFF
Junior Past President, Sacramento

OFFICE OF THE LEAGUE

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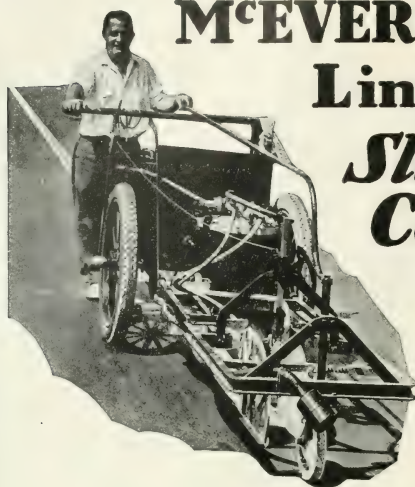
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PROGRAM
of the
THIRTY-SECOND ANNUAL CONVENTION
of the
LEAGUE OF CALIFORNIA MUNICIPALITIES

to be held at

LONG BEACH, CALIFORNIA, OCTOBER 6-10, 1930

Headquarters, Hotel Virginia

ASSOCIATED ORGANIZATIONS

CALIFORNIA ASSOCIATION DAIRY AND MILK INSPECTORS
Dr. F. P. Wilcox, Los Angeles, President; R. L. Griffith, Oakland, Secretary-Treasurer

CALIFORNIA SEWAGE WORKS ASSOCIATION
F. A. Batty, Los Angeles, President; E. A. Reinke, Berkeley, Secretary-Treasurer

CALIFORNIA UTILITIES ASSOCIATION
F. W. Hanna, Oakland, President

REGISTRATION

All delegates will register and procure their badges from the
Registration Clerks adjoining the office in the
Hotel Virginia.

Notice to Speakers: Experience shows that a speaker can
usually hold the attention of the audience better if he speaks
extemporaneously from notes instead of reading his paper.

The success of the convention will depend in a large
measure on the officers presiding over the various depart-
ments. Meetings should be called promptly on time and
not be allowed to drag.

The public is invited to attend all sessions, especially
students and others interested in Municipal Government
and Civics.

GENERAL SESSIONS

MONDAY MORNING, OCTOBER 6

10 o'clock a. m. Sharp
Hotel Virginia

Call to Order.

Raising the Flag—By the Boy Scouts.

The National Anthem—Assisted by Herbert Clarke and the
Long Beach Municipal Band.

Opening Address—Gordon Whitnall, President of the
League.

Address of Welcome—Hon. Asa E. Fickling, Mayor of
Long Beach.

Report of Secretary-Manager.

(Note.—The financial report will be referred to the
Department of Clerks, Auditors, Assessors and Treas-
urers for auditing.)

Municipal Government—William B. Munro, Professor of
Political Science, Harvard University.

LUNCHEON

TUESDAY MORNING, OCTOBER 7

10 o'clock a. m. Sharp

Meeting in the Ball Room, Virginia Hotel

Public Health and Public Business—Surgeon L. L. Lums-
den, U. S. Public Health Service.

The Highway Problem—B. B. Meek, Director of Public
Works of the State of California.

Report of the Committee on Public Utility Service—Milton
Bryan, Chairman.

WEDNESDAY MORNING, OCTOBER 8

10 o'clock a. m. Sharp

Meeting in the Ball Room, Hotel Virginia

Progress of the Constitutional Commission—George E.
Cryer, former Mayor of Los Angeles.

Taxation and Its Problems—Hayden Jones.

THURSDAY AFTERNOON, OCTOBER 9

2 o'clock p. m.

Meeting in the Ball Room, Hotel Virginia

Report of Department Heads.

Report of Committee on Resolutions.

Report of Board of Directors on Proposed Constitutional
Amendments.

Report of Nominating Committee.

Election of President.

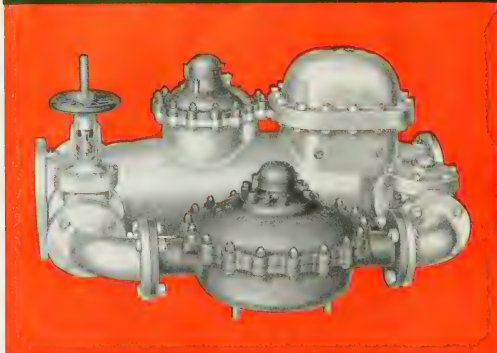
Selection of next place of meeting.

Unfinished business.

Song—"America."

Adjournment.

100% DEPENDABLE



The Hersey Detector or Fire Service Meter. Equipped with the new Hersey Counterbalanced Lever Valve shown at the right.



**NO HERSEY
DETECTOR METER
has ever failed . . .**

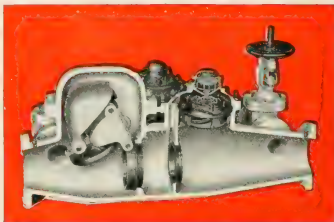
FOR dependability no fire service meter can excel the Hersey Fire Service Meter. Not one of the 8000 in over 800 water departments has ever failed to operate in an emergency.

Add to such dependability the ability accurately to measure small flows and you begin to see that an investment in such a meter soon is paid for by its own earnings. There is no consumer argument over the quarterly registration of a Hersey Detector Meter.

This meter is equipped with the new Hersey Counterbalanced Lever Valve which opens readily to a high rate and offers no obstruction to the flow. There is no loss of head in the Hersey Detector Meter. This valve will not "flutter" at the "Cross Over" point. It is either tightly seated or definitely open. Accuracy is therefore maintained for all size flows. Free passageway through the meter assures full pressure for the sudden opening of a fire sprinkler head or hydrant. Approved by the Chicago Underwriters Laboratory, Inc.

Hersey is the pioneer manufacturer of fire service meters. Its experience in this field has no equal. Write us and take advantage of this experience. We will gladly recommend or estimate on your requirements.

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SECTION MEETING PLACES—GENERAL SESSION—VIRGINIA HOTEL

Room	Section	Dates	Attendance
Elizabethan	City Attorneys	t. th. 6-7-8-9	600
Hidalgo	Health	p. m. 6-7-8-9	200
Main Hall	City Planning	p. m. 6-7-8-9	200
Executive Council Chamber	City Managers	p. m. 6-7-8-9	25
Council Chamber	Clerks, Auditors, Assessors	p. m. 6-7-8-9	75
Officers' Dining Room	Mayors and Councilmen	p. m. 6-7-8-9	50
Breakers Arcade No. 1	Engineers	p. m. 6-7-8-9	40
Chamber of Commerce	Milk Inspectors	a. m. & p. m. 6-7-8-9	150-200
Breakers Jubilee	Sewage	a. m. and p. m. 9-10	15
Chamber of Commerce	Utilities		25

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Municipal Golf Course—Harry Collins

Badges—1500

Amplifying System—General Meeting Room Virginia
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Free Bus Transportation—Lang Company

Registration—Sunday Afternoon and Monday Morning

DEPARTMENT OF PUBLIC HEALTH

MONDAY AFTERNOON, OCTOBER 6

1:30 o'clock p. m.

Meeting in the Hidalgo Room, Virginia Hotel
Report of the Chairman—Dr. Walter M. Dickie
Discussion and Suggestions

Address of Welcome—Dr. George E. MacDonald, City
Health Officer, Long Beach.
Report of the Secretary—Dr. W. B. Wells, City and
County Health Officer, Riverside.
The 1930 Epidemic of Poliomyelitis—Dr. W. M. Dickie,
President, Health Officers' Section, League of California
Municipalities; Director, State Department of Public
Health.

Discussed by Dr. J. L. Pomeroy, County Health Officer,
Los Angeles; Dr. George Parrish, City Health Officer,
Los Angeles; Dr. George M. Stevens, Los Angeles City
Health Department; Dr. George H. Roth, Los Angeles
County Health Department; Dr. K. H. Sutherland,
Health Officer of Orange County, Santa Ana; Dr. D. E.
Smallhorst, District Health Officer, Glendale; Dr. J. D.
Dunshee, City Health Officer, Pasadena; Dr. George E.
MacDonald, City Health Officer, Long Beach.
Appointing member of Nominating Committee.

TUESDAY AFTERNOON, OCTOBER 7

Child Health—

1. School Health Administration—Dr. Herbert E. True,
City Health Officer, Sacramento; Dr. Sven Lokrantz,
Los Angeles City School Department.
Discussion to be led by Dr. C. Morley Sellery, Dr.
Harold Morrison and Dr. Wilford Green.
2. Public Health Nursing in the Schools—Miss Katherine
Edwards, R. N., of the John Muir School, Whittier,
Calif., and of Los Angeles County Health Department.

3. The prevention of Infant Mortality—Dr. Anna Rude,
Los Angeles County Health Department.
Discussed by Dr. Olive Cordua, San Diego City Health
Department.
4. Arizona and Her Itinerant Problem—Dr. R. J. Stroud,
State Health Officer, Phoenix, Arizona.
5. The Itinerant Laborer as a Typhoid Problem—Dr.
J. J. Sippy, District Health Officer, San Joaquin
County.
Discussed by Dr. Warren Fox, Imperial County Health
Officer, El Centro; Dr. Fred T. Foard, A. A. Surgeon,
United States Public Health Service, Santa Barbara.

6 o'clock p. m.

Annual Dinner at Pacific Coast Club, Long Beach
Surgeon L. L. Lumsden, United States Public Health
Service, to make principal address

WEDNESDAY AFTERNOON, OCTOBER 8

2 o'clock p. m.

1. Trichinosis—Dr. Karl F. Meyer, Medical Director,
Hooper Foundation for Medical Research, San Fran-
cisco.
2. Statistical Practice in a Health Department—Dr. F. L.
Kelly, City Health Officer, Berkeley.
3. Common Faults in Registration—Mrs. M. B. Strass-
burger, State Registrar, Sacramento.
4. Tuberculosis—Dr. J. A. Myers, University of Minne-
sota, Minneapolis.
5. Subject to be announced—Surgeon L. L. Lumsden,
United States Public Health Service, Washington, D. C.
6. Application of the Law to Public Health—Kemper
Campbell, Los Angeles.

Reports of committees.
Election of officers.
Adjournment.

DEPARTMENT OF ENGINEERING AND STREET SUPERINTENDENTS

MONDAY AFTERNOON, OCTOBER 6

2 o'clock p. m. Sharp

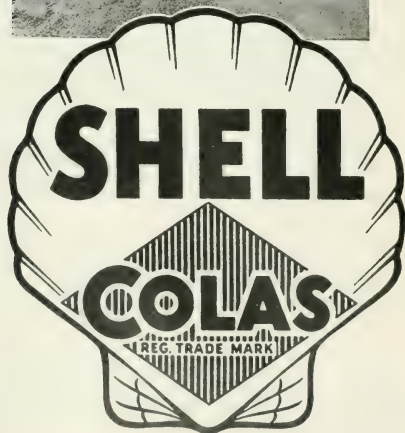
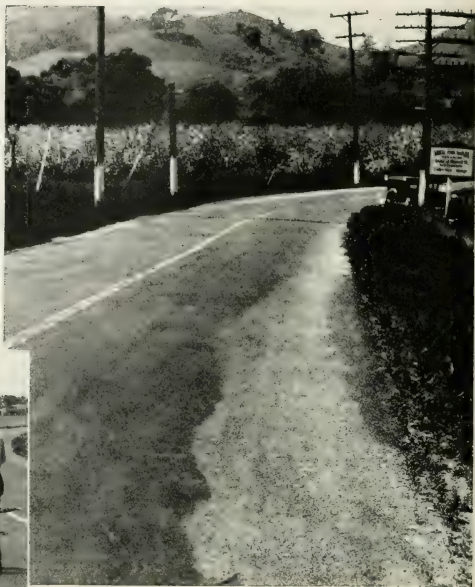
Delegates will assemble in their respective departments
Report of Chairman—H. S. Gierlich.
Discussion and Suggestions

1. City Engineers' Responsibility—William Fox, Chief En-
gineer, Los Angeles County; Regional Planning Com-
mission.

2. Relief Map of the Glendale Watershed—J. C. Albers,
Chief Engineer, Glendale.
3. Storm Drains—L. W. Armstrong, Storm Drain Engi-
neer, Los Angeles.
Discussion.

Appointment of Nominating Committee.

The new treatment for "broken shoulders"



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TUESDAY AFTERNOON, OCTOBER 7

2 o'clock p. m.

Suggested Amendments to Street Improvement—J. L. Beebe, Legal Expert, Street Proceedings.

Special Assessment Problems—Philip Johnston, Engineering Department, Los Angeles.

Submitted by the Bureau of Engineering of the City of Los Angeles, J. J. Jessup, City Engineer.

Discussions by the Following—

1911 Act—C. J. Schultz, Street Design Engineer, Los Angeles;

1903 Act—J. R. Prince, Engineer, Opening and Widening Department, Los Angeles;

1903 Act—F. W. Goldsworthy, Principal Assistant, Opening and Widening Department, Los Angeles.

Bonds vs. Special Assessments—Merrill Butler, Bridge Engineer, Los Angeles.

Indirect Assessments on Storm Drains—L. W. Armstrong, Storm Drain Engineer, Los Angeles.

WEDNESDAY AFTERNOON, OCTOBER 8

2 o'clock p. m.

Modern Asphaltic Concrete—Dr. H. C. Kayser, Ph. D., Los Angeles, California.

DEPARTMENT OF CITY ATTORNEYS**MONDAY AFTERNOON, OCTOBER 6**

2 o'clock p. m.

Meeting in the Elizabethan Room, Hotel Virginia

Report of the Chairman—James H. Mitchell.

Discussion and Suggestions

1. Report of Work of Board of Directors and Department of City Attorneys During Past Year, and Proposed Policy for Next Year—By James H. Mitchell, Chairman of Department of City Attorneys; City Attorney of Burbank.

2. Municipal Liability—(a) Accidents Generally; (b) Acts of Junior Traffic Patrols at Street Crossings; (c) Maintenance of Airports—By Earl J. Sinclair, City Attorney of Berkeley, California.

3. Contemplated Legislation—

(a) Regarding Municipal Liability—By Leon T. David, Assistant City Attorney of Palo Alto, California;

(b) Regarding Street Assessments—By Charles N. Kirkbride, City Attorney, San Mateo, California;

(c) Regarding Constitutional Amendments Affecting Public Utilities—By Harold P. Huls, City Attorney of Pasadena, California.

Appointing member of the Nominating Committee.

TUESDAY, OCTOBER 7

12:00 to 1:45 p. m.

Luncheon in Private Room No. 2 of Pacific Coast Club
859 East Ocean Boulevard, Long Beach, California

Reminiscence—By Mr. Lucien Wheeler, former Secret Service Officer to President Roosevelt, Taft and Wilson, and Chief of Secret Service Division at Washington, D. C., and Chief of Bureau of Investigation under Buron Fitts, District Attorney of Los Angeles County.

Round Table Discussion.

2:00 o'clock p. m.

At Virginia Hotel, Long Beach, California

1. Recent Court Decisions—By Ray C. McAllister, Deputy County Counsel of Los Angeles County.

Discussion.

Cement Concrete Pavement—Samuel Hobbs, Field Engineer, Portland Cement Association.

Discussion—H. T. Cortelyou, Los Angeles Engineering Department; E. A. Burt, Construction Engineer, Los Angeles County Road Department; Harry Jumper, Engineer, Consolidated Rock Co., Los Angeles.

THURSDAY MORNING, OCTOBER 9

9:30 o'clock a. m.

Removal of Weeds—Arthur Adams, Director of Public Service, Long Beach.

Financing Highways—George Damon, Planning Engineer, Pasadena, California.

Symposium.

Unfinished Business.

New Business.

Election of Chairman, Vice-Chairman and Secretary.

Adjournment.

12:15 o'clock p. m.

Luncheon With California Sewage Works Association
Breakers Hotel

2. Extent to Which City Can Go In Making Appropriations for Advertising, Music or Promotion and the Procedure That Should be Followed in Making Appropriations—By Bernard C. Brennan, City Attorney of Glendale, California.

3. Procedure Upon Default to Obtain Payment of Assessments Under 1915 Bond Act—By Charles N. Kirkbride, City Attorney of San Mateo, California.

Comments—From H. A. Postlethwaite and Leon T. David.

WEDNESDAY AFTERNOON, OCTOBER 8

12:00 to 1:45 p. m.

Luncheon in Private Room No. 2, Pacific Coast Club,
859 East Ocean Boulevard, Long Beach, California.

The Work of a City Attorney as a Public Prosecutor—By Hon. Edward T. Bishop, Judge of the Superior Court of Los Angeles County, California.

Round Table Discussion.

2:00 o'clock p. m.

At Virginia Hotel, Long Beach, California

1. Constitutionality of Giving Preference to Local Residents on Public Works—By Nowland M. Reid, City Attorney of Long Beach, California.

2. Report of Telephone Rates Committee—By Milton Bryan, Assistant City Attorney of Los Angeles, California, Chairman of Committee.

THURSDAY MORNING, OCTOBER 9

10 o'clock a. m.

Symposium.

Unfinished business.

New business.

Election of Chairman, Vice-Chairman and Secretary.

Adjournment of Department.

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DEPARTMENT OF CITY MANAGERS

MONDAY AFTERNOON, OCTOBER 6

2 o'clock p. m.

- Meeting in the Executive Council Chambers
 Report of the Chairman—A. E. Stockburger.
 Discussion and Suggestions
- City Planning and Architecture—James S. Dean, City Manager of Sacramento.
- Discussion led by J. W. Price, City Manager of Anaheim.
- Water Conservation Through Sewage Water Reclamation—G. K. Hooper, City Engineer of Pasadena.
- Discussion led by Otto S. Roen, City Manager of South Pasadena.
- Appointing member of the Nominating Committee.

TUESDAY AFTERNOON, OCTOBER 7

2 o'clock p. m.

- Fact Finding as an Aid to Management—J. W. Charleville, City Manager of Glendale.
- Discussion led by E. A. Robison, City Manager of Redwood City.

Organization of Annual Events, Such as "Fiesta de la Rosas"—C. B. Goodwin, City Manager of San Jose.

Discussion led by R. V. Orbison, City Manager of Pasadena.

WEDNESDAY AFTERNOON, OCTOBER 8

2 o'clock p. m.

- Federal and Municipal Cooperation on Joint Projects—Walter B. Hogan, City Manager of Stockton; C. C. Lewis, City Manager of Long Beach.
- Overlapping and Simplification of Municipal and County Government—R. M. Dorton, City Manager of Monterey; J. A. McVittie, City Manager of Richmond; Austin Burt, City Manager of Ontario; E. A. Engham, City Manager of Coronado.

THURSDAY MORNING, OCTOBER 9

10 o'clock a. m.

- Symposium.
- Unfinished business.
- New business.
- Election of Chairman, Vice-Chairman and Secretary.
- Adjournment of Department.

DEPARTMENT OF CLERKS, AUDITORS, ASSESSORS AND TREASURERS

MONDAY AFTERNOON, OCTOBER 6

2 o'clock p. m.

- Meeting in the Council Chamber, City Hall
1. Business session.
 - Appointment of Committees.
 - Report of Chairman.
 - Other Business.
 2. Assessing: Accurately, Scientifically and Justly—Ed W. Hopkins, Los Angeles County Assessor.
 3. Open discussion of above topic.
 4. Discussion of other questions on separate mimeographed sheet.

TUESDAY AFTERNOON, OCTOBER 7

1:45 p. m.

1. Licensing of Occupations and Business—William J. Locke, Secretary-Manager of the League.
2. Open discussion of above topic.
3. The City Clerks' Office: Its Relation and Value to Other Administrative Offices—Prof. C. C. Cottrell, Stanford University and member of City Council of Palo Alto.
4. Open discussion of above topic.
5. Discussion of other questions on separate mimeographed sheet.

Adjourn.

TUESDAY EVENING, OCTOBER 7

7 o'clock p. m.

- Place to be decided Monday afternoon.
- Annual Dinner Meeting of Department of Clerks, Auditors, Assessors and Treasurers

"Where Do You Live?" By Prof. Ralph Eaton Oliver, head of Commercial Dept., Polytechnic High School.

WEDNESDAY AFTERNOON, OCTOBER 8

2 o'clock p. m.

1. Establishing Values of Property and Buildings—Edward H. Allen, expert land and improvement appraiser, Los Angeles.
2. Open discussion of above topic.
3. Problems of the 1915 Bond Act—Arthur M. Ellis, attorney and authority on street improvement laws.
4. Open discussion of above topic.
5. Discussion of other questions on separate mimeographed sheet.

THURSDAY MORNING, OCTOBER 9

10 o'clock a. m.

1. Value of the Budget and Fiscal Control—Roy A. Knox, Director Bureau of Budgets and Efficiency, City of Los Angeles.
 2. Open discussion of above topic.
 3. Business meeting.
 - Reports of committees.
 - Unfinished business.
 - Election of officers.
 4. Discussion of other questions on separate mimeographed sheet.
- Adjournment of Department.

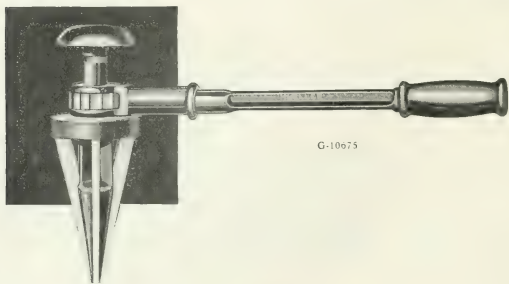
DEPARTMENT OF CITY, COUNTY AND REGIONAL PLANNING

MONDAY AFTERNOON, OCTOBER 6

2 o'clock p. m.

- Meeting in the Main Hall, Hotel Virginia
- Report of the Chairman—C. J. S. Williamson.
- 2 to 3:30 p. m.—Moulding Public Opinion.
- Discussion Leader—Gordon Whitnall.
- Awakening of Civic Consciousness;

- Press Material;
- Unofficial Organizations;
- Neighborhood Improvement Leagues;
- Educational Campaign in Schools;
- Illustrative Talks;
- Sermons on City Planning.
- 3:30 to 5 p.m.—Research.



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MORE often than not the ability of a man to turn out a job in a creditable fashion is determined by the tools he uses. Even the most skilled workman can't turn out an A-1 job if his tools are out of tune to his ability.

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Mueller tools are made for men with pride in the craft they follow. Nothing has been spared to make them the most efficient—the most durable and the most convenient to use. All metals come from tested batches from laboratory controlled sources. All forgings are done by hand in the same time-honored manner approved by centuries of experience.

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MUELLER

Discussion Leader—C. J. Eberl, President Electric Economic Service, Inc., Los Angeles.
 Need for Adequate Facts on which to Base a Comprehensive Plan;
 Methods of Procuring Information;
 Extensiveness of Surveys;
 Time Involved in Preparation;
 Agencies Competent to Make Research.
 Appointing member of the Nominating Committee.

TUESDAY AFTERNOON, OCTOBER 7

2 o'clock p. m.

2 to 3:30 p. m.—Engineering Work.
 Discussion Leader—Clarence B. Goodwin, City Manager San Jose.
 Opening and Widening Proceedings;
 Highway Intersections and Grades;
 Highway Widths;
 Setback Lines;
 Grade Separations;

Airport Locations.

3:30 to 5 p. m.—Official Highway Plan.

Discussion Leader—Nat H. Neff, Chief Engineer, Orange County Planning Commission.

Base Maps;

Type and How Prepared;

Use of U. S. G. S. Sheets;

Preparation of Tentative Maps;

Types of Final Maps and Use of Same;

Types of Comprehensive Highway Plans for County Areas, i. e., Gridiron, Radial or Other Systems.

WEDNESDAY AFTERNOON, OCTOBER 8

2 o'clock p. m.

2 to 3:30 p. m.—Subdivision of Land.

Discussion Leader—Walter H. Leimbert, of the Walter H. Leimbert Co., Subdividers, Los Angeles.

What to Do With a 20-Acre Subdivision When Surroundings Must Be Recognized;

DEPARTMENT OF MAYORS AND COUNCILMEN

MONDAY AFTERNOON, OCTOBER 6

2 o'clock p. m.

Meeting in the Officers' Dining Room, Hotel Virginia
 Report of the Chairman—Dr. Oscar Hauge.

Discussion and Suggestions

The Gasoline Tax and Its Distribution—Discussion by
 Hon. C. H. Baker, Mayor of Watsonville.

Traffic Problems—Discussion by Louis N. Whealton, former Mayor of Long Beach.

Appointing Member of the Nominating Committee.

TUESDAY AFTERNOON, OCTOBER 7

2 o'clock p. m.

Budget Control and Municipal Property Accounting—
 Mayor C. H. Christensen of Palo Alto.

CALIFORNIA ASSOCIATION OF DAIRY AND MILK INSPECTORS

Long Beach, October 6-10, 1930

Thirteenth Annual Meeting in Conjunction With The
 LEAGUE OF CALIFORNIA MUNICIPALITIES

VIRGINIA HOTEL, LONG BEACH, CALIFORNIA

October 6-10

OFFICERS, 1929-1930

Dr. F. P. Wilcox, President, Los Angeles County Health Department.

Should the Small Subdivision Be Encouraged?

The Coordination of Design When Several Ownerships of a Large Area Must Be Considered;

Architectural Control.

3:30 to 5 p. m.—Use of Property Surveys.

Discussion Leader—James S. Dean, City Manager, Sacramento.

Type of Maps;

Scale;

Methods of Delineation;

Symbols;

Field Work;

Final Records;

Coloring;

Essential Information;

Length of Time Involved for a Certain Area;

Use to be Made of Information Gained.

THURSDAY MORNING, OCTOBER 9

10 o'clock a. m.

9 to 10:30 a. m.—Types of Parks.

Discussion Leader—George W. Graden, Western Representative National Recreation Association, Pasadena.

Various Sizes and Uses;

Relationship of One Type to Another;

Acquisition and Maintenance Costs;

Difference Between Southern California Parks and Eastern Parks;

Should a Comprehensive Park System for a Regional Area Be Connected by Parkways? If so, How Can They Be Acquired?

10:30 a. m. to 12 noon—Landscape Design.

Discussion Leader—Jack Albers, City Engineer, Glendale.

Grade Separations;

Shopping Districts;

Public and Semi-Public Building Locations;

Highway Design.

Election of officers.

Adjournment of Department.

How a Small Municipality Solved Its Pavement Problem—
 Mayor Max Kohner of Santa Clara.

WEDNESDAY AFTERNOON, OCTOBER 8

2 o'clock p. m.

Value of a Public Utility Service Department—Mayor
 Jerry W. De Cou of San Leandro.

Conservation of Our Water Resources—Mathoniah Thomas.

THURSDAY MORNING, OCTOBER 9

10 o'clock a. m.

Symposium.

Unfinished business.

New business.

Election of Chairman, Vice-Chairman and Secretary.

Adjournment of Department.

Mr. Arthur W. Hayes, Vice President, State Department of Agriculture.

Mr. R. L. Griffith, Secretary-Treasurer, Oakland Health Department.

MONDAY, OCTOBER 6

10 a. m. to 12 noon

Registration—General Session with League of California Municipalities.

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WASHINGTON, D. C.

2 to 5 p. m.

President's Address—Dr. F. P. Wilcox.

Secretary's Announcement—R. L. Griffith.

Election of officers.

6 p. m.

TUESDAY, OCTOBER 7

9 a. m. to 12 noon

Address of Welcome—Dr. J. A. Bergen, Chief Milk Inspector, Long Beach.

Legal Phases of Dairy Control"—Dr. M. E. McDonald, Chief, Bureau of Dairy Control, State Department of Agriculture, Sacramento, Calif.

Constant Progress in Dairy Inspection"—Dr. Eagle, Veterinarian San Francisco Health Department.

Developing Effective Milk Inspection in the City of Oakland"—Frank Colbourn, Commissioner of Public Health and Safety.

1:30 to 5 p. m.

Coöperation of Milk Inspection Departments"—Dr. C. U. Duckworth, Technical Advisor, Adohr Stock Farms, Los Angeles, Calif.

Court Decisions of the Last Decade"—Mr. E. H. Biles, Deputy Dairy and Milk Inspector, Oakland Health Department, Oakland, Calif.

Should Milk Laws Be Enforced Uniformly?"—Mr. E. E. Hansen, San Luis Obispo Health Department.

Modern Handling of Raw Milk Supply"—Dr. Gaylord Cooke, Veterinarian Berkeley Health Department, Berkeley, Calif.

WEDNESDAY, OCTOBER 8

9 a. m. to 12 noon

Joint Session with Health Officers

William B. Wells, M. D., Health Officer, Riverside County Chairman, Health Officers' Section

F. P. Wilcox, D. V. M., Los Angeles County Health Dept. Chairman, Dairy Inspectors' Section

The Procedure For Control of a City Milk Supply"—Dr. William Hassler, Health Officer, San Francisco, Calif.

Epidemiological Aspects of Brucelliasis Relating to Public Health"—R. V. Stone, D. V. M., Director of Bureau of Laboratories, Los Angeles County Health Department.

Selected Subject—J. C. Geiger, M. D., Epidemiologist, George William Hooper Foundation of Medical Research, University of California.

CALIFORNIA SEWAGE WORKS ASSOCIATION**PROGRAM THIRD ANNUAL MEETING****OCTOBER 8-10, 1930****Headquarters: Hotel Breakers, Long Beach****WEDNESDAY, OCTOBER 8**

9:00 to 10:00 a. m.—Business Meeting and Election of Officers.

10:00 to 11:00 a. m.—Papers: Odor Control—

(a) Design and Operation—John Jacobson, U. C. Farm, Davis.

Discussion by H. B. Hommon, H. N. Jenks, Alva J. Smith.

(b) Chlorination—L. L. Rose, City of Los Angeles.

Discussion by F. S. Currie, R. L. Patterson, R. F. Goudey.

1:30 to 5 p. m.

Defects in Pasteurizing Milk"—Dr. W. H. Haskell, U. S. Public Health Service.

Coöperation in Animal Disease Control"—Dr. A. G. Boyd, Assistant Chief, Division of Animal Industry, Sacramento, Calif.

Relation of Proper Concrete Construction to Dairy Sanitation"—Mr. O. F. Atterbury, Portland Cement Association, San Francisco, Calif.

Ice Cream Manufacture and Control"—Mr. F. W. Milner, Ice Cream Specialist, Bureau of Dairy Control, Sacramento, Calif.

The Pacific Slope Dairy Show and the Dairy Inspector"—Mr. Robert Jones, Secretary-Manager, Pacific Slope Dairy Show Association.

THURSDAY, OCTOBER 9

9 a. m. to 12 noon

Recent Studies in Thermophilic Bacteria"—Dr. C. S. Mudge, Associate Professor of Bacteriology, University of California, College of Agriculture, Division of Dairy Industry, Davis, Calif.

Milk Inspector's Opportunity for Community Service"—Mr. H. C. Erickson, Inspector, Santa Barbara Health Department, Santa Barbara, Calif.

Relationship of Inspector to Dairyman"—Mr. Carl Jorge, Manager, Coöperative Dairymen's League, Oakland, Calif.

1:30 to 5 p. m.

Qualifications of a Successful Dairy Inspector"—Dr. C. L. Roadhouse, Head, Division of Dairy Industry, University of California, College of Agriculture, Davis, Calif.

Relationship Between the Dairy Farmer, Dairy Inspector and the Agriculture Extension Service"—G. E. Gordon, Extension Specialist in Dairying, University of California.

FRIDAY, OCTOBER 10

Field Trips.

Trip to Catalina Island.

Program Committee

Mr. R. L. Griffith, Chairman.....	Oakland
Dr. T. R. Boyer.....	San Francisco
Dr. Ivor Torrey.....	Sacramento
Edward W. Horr.....	Oakland
Dr. F. P. Wilcox.....	Los Angeles

11:00 to 11:30 a. m.—General Discussion.

12:00 noon to 1:45 p. m.—Lunch as guests of Pacific Clay Products Co. at Los Nietos plant, followed by inspection of pipe.

2:15 to 3:30 p. m.—Visit to Pasadena Activated Sludge Plant.

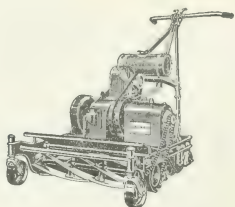
4:00 to 5:00 p. m.—Visit to Griffith Park Experimental Plant of Los Angeles City Water Department.

THURSDAY, OCTOBER 9

8:00 to 9:30 a. m.—Visit to Hyperion Screening Plant.

9:30 to 10:30 a. m.—Visit to Poggi Ranch Plant, Los Angeles County Sanitation Districts.

10:45 to 11:30 a. m.—Demonstration of Sewer Cleaning at Wilmington by Los Angeles City.



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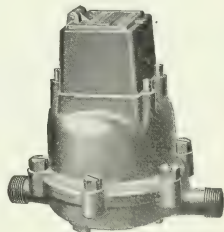
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AUDITS, EXAMINATIONS AND SPECIAL EXAMINATIONS ✓ ACCOUNTING PROCEDURES
FOR MUNICIPAL UTILITIES ✓ BUDGET SYSTEMS INSTALLED

403 MERCHANTS EXCHANGE BUILDING—SAN FRANCISCO
1228 C. C. CHAPMAN BUILDING—LOS ANGELES

6628 WHITE BUILDING—SEATTLE

12:00 noon to 1:30 p. m.—Lunch at Hotel Breakers, Long Beach. City Engineers and Street Superintendents Section of League of California Municipalities will be invited to attend. \$1.00 per plate. Mayor A. E. Fickling will speak and officially welcome us to Long Beach. Informal discussion.

2:00 to 4:00 p. m.—Papers—

I. Handling of Sludge and Screenings.

(a) Digestion—T. R. Haseltine, Salinas; A. P. Banta, Los Angeles Sanitation Districts; Herbert Paterson, City Engineer, Long Beach.

Discussion by R. F. Goudey, M. C. Polk, D. C. McMillan, Ray Burgess.

(b) Fertilizer—A. C. Daley, Pasadena.

Discussion by A. S. Thornton and H. Clay Kellogg.

2. Grease Removal.

(a) Imhoff Method—W. A. Allen, Pasadena.

(b) Los Angeles Method—G. A. Parkes, Los Angeles. Discussion by G. C. Zuckweiler, San Diego.

4:00 to 5:00 p. m.—Visit to Long Beach Screening Plant and Pico Avenue Pumping Plant.

6:30 p. m.—Banquet, Hotel Virginia, League of California Municipalities, \$2.00 per plate. Program, entertainment and dancing to follow. See further details in League Program at Long Beach.

FRIDAY, OCTOBER 10

Trip to Catalina Island as guests of City of Long Beach.

NOTE—Members must register with League at Hotel Virginia for this trip and for banquet Thursday night.

Rates at Hotel Breakers—Single \$3.00, Double \$5.00.

PROGRAM

CALIFORNIA UTILITIES ASSOCIATION

TUESDAY, OCTOBER 7

2 o'clock p. m.

Meeting in the Hotel Virginia

F. W. Hanna, Manager of the East Bay Municipality District, Presiding

"Installations and Meter Charges"—John Burt, Manager of the Marin Municipal Water District.

"Collection of Bills and the Handling of Delinquents"—

Samuel Morris, Chief Engineer of the Pasadena Water Department.

Why the Association Should be a Department of the League
John H. Kimball, Secretary East Bay Municipal Utility District.

Discussion.

Unfinished Business.

Election of Officers.

Adjournment.

SPECIAL EVENTS

MONDAY, OCTOBER 6

At the

MUNICIPAL AUDITORIUM

Entertainment put on by the boys from the U. S. Battleships followed by Community Singing—Old-time Dances

MRS. C. C. CUTSHAW, Superintendent

Community Service

TUESDAY, OCTOBER 7

6 o'clock p. m.

Annual Dinner of the Department of Public Health

At Pacific Coast Club, Long Beach

OPEN NIGHT

7 o'clock p. m.

Place to be decided Monday afternoon

Annual Dinner Meeting of Department of Clerks,

Auditors, Assessors and Treasurers

12:00 to 1:45 p. m.

Luncheon of the Department of City Attorneys in Private Room No. 2 of Pacific Coast Club, 859 East

Ocean Boulevard, Long Beach, Calif.

WEDNESDAY, OCTOBER 8

12:00 to 1:45 p. m.

Luncheon of the Department of City Attorneys in Private Room No. 2, Pacific Coast Club, 859 East Ocean Boulevard, Long Beach, Calif.

PIKE NIGHT

Mixer Party, Hotel Breakers

THURSDAY, OCTOBER 9

12:15 o'clock p. m.

Luncheon of the Department of Engineers and Street Superintendents, with California Sewage Works Association, Breakers Hotel

BANQUET AND BALL

Virginia Hotel

THURSDAY EVENING, OCTOBER 10

Banquet and Ball at the Hotel Virginia

Entertainment and Speakers

Northcott Ely, of Washington, D. C., Representing Ray Lyman Wilbur, Secretary of the Interior.

Hon. James Rolph Jr., Mayor of San Francisco.

FRIDAY MORNING, OCTOBER 11

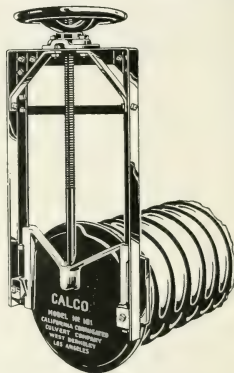
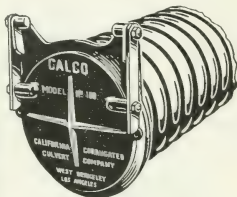
Free Trip to Catalina—Details to be announced.

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No matter what your water control problem, there is a Calco Gate to meet it. In many locations, low-lying areas are subject to backflow when water rises at unprotected drain outlets. Protect them by the installation of Calco Automatic Drainage Gates. They permit outflow but prevent backflow. Their operation is entirely automatic.

Control of water from outlets of reservoirs, rivers, or in irrigation ditches, can be easily and effectively accomplished by the use of the Calco Slide Headgate, pictured at the right.

For the utmost in service, these sturdy and durable gates should be attached to sections of Armco Rust-Resisting Corrugated Pipe. This is security for a completely satisfactory installation.



California Corrugated Culvert Co.
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"There is a Fageol model for every trucking job"

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LEAGUE *of* OREGON CITIES

CONVENTION CALL

3rd Annual Convention, Salem, Oregon

October 24, 1930

CAPITOL BUILDING, HOUSE CHAMBER
CONVENTION HEADQUARTERS

To the members of the City Councils and all
other officials of the cities of Oregon.

Gentlemen:

You are hereby notified that the Annual Convention of the League of Oregon Cities will be held in the City of Salem, in the Capitol Building, October 24, 1930, and every city official is urged to be present to participate in the interchange of ideas and experiences relating to municipal government and its administration.

The Legislature Committee of the League has been working on profound legislation for the coming session of the legislature which will be of interest to every city official.

The Executive Committee are preparing a program that will allow time for a full discussion of all subjects brought before convention.

You are all respectfully urged to send representatives and to take an active part.

J. L. FRANZEN,
Secretary.

CHRIS SCHUEBEL,
President.

NATURE'S CONVENTION METROPOLIS

By J. OLIVER BRISON

City Clerk of the City of Long Beach



HAIL and welcome, members of the California League of Municipalities within our gates!

With gates ajar and the stage all set, Long Beach has thrown itself wholeheartedly into the role as host city, and in don attire beckons a most cordial welcome to you and all of your friends—whatever your enjoyments, you may have your heart's desire here beside the eternal blue Pacific with its roar and swish and croon—a battle hymn and a lullaby. You may have a dip at will in the smoothest, most pleasurable ocean imaginable. Tonic? Man! The brine of the great sea with exhilarating effect will put glee in your soul.

You will find here a delightful mingling of pleasure, commerce and industry—recreational variety, a rhapsody of amusements, beguilements to rest and play, bordering the Pacific Ocean with a salubrious climate and a velvet, sandy doorstep on which the sea forever swirls.

Varied Amusements

You will find one mile of "Coney Isle" thrills extending along the magnificent beach front on the Amusement Zone, one of the foremost attractions in Southern California, where young and old, rich and poor alike may enjoy every conceivable entertainment feature. In the heart of this Pleasure Zone stands the imposing million-dollar Bath House, considered the most

luxurious indoor salt-water plunge on the Pacific Coast.

Two free band concerts daily by the Long Beach Municipal Symphony Band, under the leadership of Herbert L. Clarke, entertain thousands at the open-air pavilion on the beach front. Golf may be played on numerous courses within the city, including two municipal grass courses, considered the finest fairways in the Southland.

Beautiful Auditorium

Following the example of the famous capitals of the world, Long Beach is now creating a masterpiece of art par excellence on its famous ocean strand, which bids fair to classify this city with the resorts of the French Riviera, the New Jersey seaside watering places, and the great lake front developments of Chicago. This ambitious project, virile with the assets that fit naturally into the recreational environment of the city and its avowed purpose to enhance the convention appeal of the city, involves the construction of a mammoth \$3,000,000 civic auditorium and marine park jutting out into the ocean. This necessitates the reclamation of eight acres of filled tideland from the sea, with 3800-foot protective rainbow pier or semi-circular bulkhead encircling an additional forty acres of still water. Beauty, utility and adaptability to its unique marine setting are the primary characteris-

tics as now designed—an artistic aquatic recreational playground in the heart of the city, where many thousand of annual conventions, as well as the multitudes of visitors and residents, may enjoy rest, relaxation and artistic amusements in a picturesque setting by the sea.

Harbor Development

While the city's real supremacy as a metropolitan center did not come about until a vast underground storehouse of Nature's, containing petroleum and gas, was tapped, the mightiest influence to make Long Beach a constituent in world trade lies in the development of its harbor. Already its manpower and courage has been expressed and \$6,500,000 have been expended in the building of an enormous protective breakwater and deepening and widening of the inner harbor. In addition \$2,700,000 in bonds were recently voted for the construction of a new municipal dock in the inner harbor and adequate dockage and terminal facilities in the outer harbor. Docks and warehouses are being planned and built by private capital. The largest of these in immediate prospect is designed for the joint use of the Southern Pacific Railroad and the Dollar Steamship Company; the Union Pacific Company has holdings still more extensive, only partially developed, but tentatively laid

out for industrial and commercial uses. Manufacturing and industrial interest has awakened to a practical knowledge of the potentialities embraced in the natural and physical conditions surrounding this metropolis, whose important water and rail facilities make it indeed the ver-

itable gateway of the Pacific Southwest.

As it now stands, Long Beach has a "direct route to every port in the world," with the deepest and most accessible harbor on the Pacific Coast. Cargoes can be discharged or loaded with a dispatch which

gives this port a recognized supremacy for economy and speed in handling both ships and trains. Those facts have already been grasped by the commercial and industrial leaders of the Nation with a keenness of perception which explains their previous success.

Places You Should Visit in Long Beach



Long Beach, where sun and sea and sand make healthy people! Left: Children's Play Area, Rainbow Pier. Right: Swimming class. Hundreds learn to swim each summer.

FOUR ALL-GRASS GOLF COURSES

LONG BEACH is indeed a rare city for the golf enthusiasts. Two beautiful public courses and two private links are within a few minutes' drive of the business and shopping district.

In January, 1930, the annual Open Tournament was played on the municipal 18-hole course. The professionals who participated pronounced this to be one of Southern California's finest courses. The public green fee is one dollar for 18 holes and fifty cents for the new nine-hole course adjoining.

The new Municipal Clubhouse was opened early in 1930. Lockers may be secured here at a nominal fee.

Course privileges at the two private clubs are extended to guests of the large hotels.

SIGNAL HILL

SIGNAL HILL oil field, with its 1000 producing wells, furnishes the basic wealth of this great city. Prior to the discovery of oil in 1921, Long Beach was just emerging from a post-war period of industrial frenzy of shipbuilding and then came oil—thousands of newcomers, new industries, refineries and ships

MUNICIPAL ENTERTAINMENT

Each day of the year (except Sunday evenings and on Mondays) the Long Beach Municipal Band, under the leadership of Herbert L. Clarke, plays in the Auditorium or in the open band stand (during the summer months). This is reputed to be the best municipal band in the United States or Canada.

Each Monday evening, in the Auditorium, the Playground and Recreation Commission of the city of Long Beach gives a musical entertainment, followed by old-time dances, free for guests and newcomers.

Also on each Friday evening, in the Auditorium, the Friday Evening Social Club holds an old-time dance, under the supervision of the Commission, to which all tourists and friend are invited.

to carry the oil and by-products to foreign ports.

The city of Long Beach water-bearing lands blossomed forth with oil, and for the past nine years an annual income of over \$1,000,000

has flowed into the municipal treasury.

The \$10,000,000 Ford plant will add to the 500 industries already located in Long Beach and within another year the \$5,000,000 Proctor and Gamble plant will be completed.

AVIATION

LONG BEACH'S Municipal Airport enjoyed its greatest year of expansion and development in 1929. The field was extended through the foresight of the city officials to 385 acres and a program was launched for leveling the entire area.

The U. S. Army aviation base was moved here and the finest modern hangars are now completed. The U. S. Naval Reserve added to its hangars and equipment and 118 new pilots were licensed at the aviation colleges located here.

Commercial air lines make this airport daily and connections can be made to any transcontinental airline. The field is 6000 feet long by 2000 feet wide. At night it is floodlighted and its 30-mile beacon has been responsible for safely harboring such internationally known flyers as the eminent Colonel Lindbergh.

During 1930 it is the ambition of the city officials to have the Long Beach Municipal Airport rated A-1 by the Department of Commerce.

Interesting Facts About Long Beach

Present population, 166,500. (City and Chamber of Commerce estimate.)

Home owners, 38 per cent.

Area, corporate limits, 27.8 square miles.

Water in city limits, 20.5 square miles.

Assessed valuation (fiscal year 1929-30), \$218,400,205.

Tax rate (per \$100, based on 50 per cent of value), city, \$1.50; county, \$2.81. Total, \$4.31.

Form of city government: City Manager and nine Councilmen.

Altitude, from sea level to 368 feet.

Highest elevation within 70 miles of city, Mt. Baldy, 10,080 feet.

Average annual rainfall, 16 inches.

Mean summer temperature, 65 degrees.

Mean winter temperature, 55 degrees.

Difference between monthly means of temperature in January and July, 15 degrees.

Warmest month, August, 70 degrees.

Coldest month, January, 52 degrees.

Annual average sunshiny days, 350.

Average velocity of wind, 4.2 miles.

Finest soft, artesian water in the west: Rates, 15c to 5c per 100 cubic feet, according to amount used. Minimum charge 75c; 20 wells now being used.

Natural gas rates, domestic 65c per 1000; industrial 15c to 40c per 1000; commercial, 30c to 65c per 1000.

Bonded debt—municipal bonds, \$14,082,417.

Postal receipts, 1929, \$687,317.29.

Number of banks with branches, 31; total deposits, \$65,000,000.00.

Total clearings, 1929, \$455,777,616.91.

Building permits, 1929, \$18,149,585.00.

Churches of various denominations, 90.

Public schools, 37; enrollment, 29,514; teachers employed, 800. Average daily attendance, 23,116.

Number of theaters, 19.

Public library registered borrowers, 45,157.

Public parks, 16 (492.11 acres).

Municipal airport, 356 acres.

Municipal water works, 300 miles of mains.

Municipal gas system, 312 miles of mains, 40,238 consumers.

Municipal harbor frontage, 49,373 feet; wharf frontage, 1290 feet; depth, 40 feet.

Beach frontage, 8.12 miles.

Number of hotels and apartment houses, 1000; accommodating 30,000 guests.

CITY OFFICIALS

Mayor—A. E. Fickling.

City Manager—C. C. Lewis.

Assistant City Manager—William H. Wallace.

Councilmen—J. J. Barton, R. C. Christie, Frank H. Church, E. S. Dobbin, A. E. Fickling, O. S. Peacock, B. B. Stakemiller, H. C. Waup, O. H. Wolter.

City Prosecutor—John K. Hull.

Attorney—Nowland M. Reid.

City Clerk—J. Oliver Brison.

Auditor—Miss Myrtelle Gunsul.

Civil Service Commission—Lon E. Peek, Chairman; Harry Slaugh, Eli Foster.

Department of Public Service—Director, Arthur H. Adams.

Department of Finance—Treasurer, Herbert C. Morse.

Public Utilities—Water Department Superintendent, Clark Shaw.

School Board—Melvin Neel, President; Horace B. Clifton, Aubrey R. Parks, Eugene I. Fisher, Mrs. Bernice Edgar.

Administration Officers—Superintendent, W. L. Stephens, 715 Locust Avenue; Secretary and Business Agent, Walter Barber, Telephone 652-26.

Playground Commission—Clyde Doyle, President; C. H. Hunt, Director.

Assessor—J. G. Spielman.

Bacteriologist—Alice Kimball.

Building Inspector—C. D. Wailes.

Chief of Police—J. S. Yancy.

Electrician—David Alexander.

Engineer—Herbert Paterson.

Fire Chief—W. S. Minter.

City Gas and Electric Inspector—O. R. Cline.

Health Officer—Dr. G. S. McDonald.

Municipal Band Director—Herbert L. Clark.

Plumbing Inspector—Joseph D. Theriau.

Purchasing Agent—Frank Peck.

Social Welfare—Mrs. R. J. Booth.

Librarian—Mrs. Theodora R. Brewitt.

Tax and License Collector—G. F. Hirsch.

Wharfinger—Smith Shallenberger.

Recreation Superintendent—D. D. Skinner.

Department of Social Welfare and Child Welfare Center—Fourth floor, City Hall. Phone 622-11.

Child Welfare League, Foreign Mothers—State Street and Pacific Avenue.

Public Employment Department—Lower Deck, Municipal Auditorium. Phone 647-37.

Electric power, 4c down to 65/100c per K.W.H.

Electric light, 5c down to 3c, domestic; commercial and large industrial, 6c to 4.4c.

Oil royalties, from municipal leases, \$1,500,000 annually.

Three transcontinental lines of steam railroad enter the city.

Number of automobile licenses, over 46,059.

Number of telephone installations, 34,594.

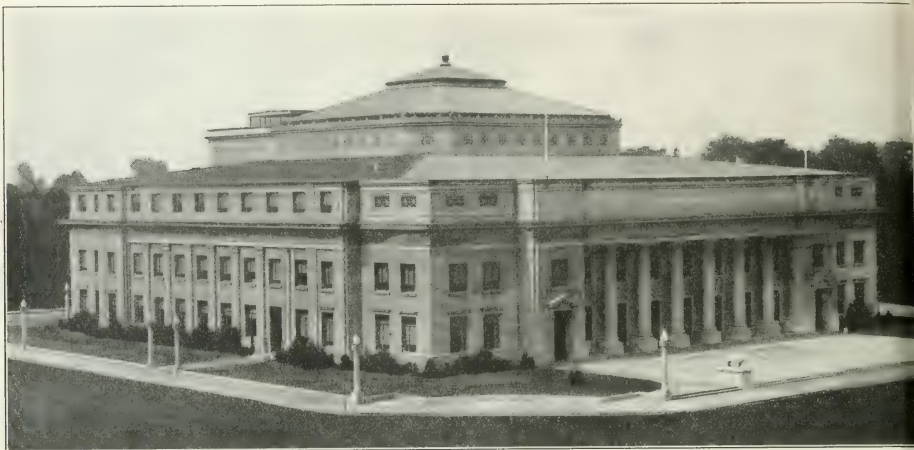
Number of men in city fire department, 192.

Monthly payroll of industrial Long Beach, \$3,000,000.

Number of golf clubs, 4.

Surf, pier, and deep-sea fishing, throughout the year.

Long Beach civic auditorium and Marine Amphitheatre on the Ocean front, with a 28-foot semi-circular pier, decked with driveway and walk encircling forty acres of still water—an aquatic playground in the HEART OF THE CITY, to be completed this summer.



STOCKTON'S BEAUTIFUL AND SPACIOUS AUDITORIUM

Amplly suited to convention needs of League of California Municipalities

STOCKTON~

An Ideal Convention City

STOCKTON, the city with a romantic past, a progressive present and a rosy future, has been a gathering place since its first inception in 1841. But Captain Charles M. Weber, who first saw and realized the strategic location, could well have forgone the first mass visit to the site of the present city because the gathering was composed of hostile Indians who, during a period when the struggling trading post was unguarded, proceeded, in a most thorough manner, to wipe it out, killing the one caretaker and running off with all the stock.

But the post was re-established during 1845, under grant from the Mexican governor, was picked on the first wave of the Forty-Nine rush, became a mushroom mining town almost over night and had a population of more than 5000 when its first census was taken in 1853.

The hilarious days of gold con-

tinued to have its effect upon Stockton for more than a score of years, and during this time it was the gathering place for the prosperous miners on a holiday or the equally enthusiastic tenderfoot—or whatever he was called then on his way to the diggings in the Mother Lode to the east.

No doubt it was during this period that Stockton gained its spirit of hospitality which has remained and flowered in the hearts of its old and new citizens until this city is known, wherever conventions are held, as gay, warm-hearted, hospitable and ever solicitous for the welfare of its visitors.

Convention Facilities

Stockton has done something more for its convention visitors than present a hearty handshake and a warm smile. It dug down in its pocket and constructed one of the finest auditoriums in California. The

Civic Memorial Auditorium has the capacity to handle the largest of conventions under one roof, is beautifully situated on the banks of McLeod's Lake, is on one of the main street car lines and but a step from one of the leading hotels.

In addition to the unquestioned convention facilities offered, Stockton has much to show the visitor and a tremendous amount of interesting places to go for the municipal employee for this city, this inland harbor of California, this metropolis of the Central Valley surrounded on all sides by amazingly rich agricultural lands, has had vision and has bided to that vision.

In addition to its new auditorium and city hall, just look for a few moments what Stockton has done that will be of interest to the engineers, the employees of the health department, the city attorneys and other city officials.

Wonderful Harbor Project

Let the first civic accomplishment recorded be the \$6,000,000 Stockton Deep Water Project in which the city matched dollar for dollar with the Federal government on all dredging operations and in addition agreed to stand all the cost of the port terminal improvements and facilities. This project, which has long been a dream of the citizens of Stockton and which will allow for 90 per cent of all ocean-going vessels now entering San Francisco Bay to come on into Central California, is now actually under construction.

While some little dredging has been done on the west end, it was not until September 9 that the dragline dredgers commenced on the east end near Stockton. This operation, which is for the construction of tidal and spoil area levees, was followed shortly by the big clamshell dredgers constructing the new permanent channel levees. So thorough has been the preparatory work that already miles of levees of the various type are now in place and the work is progressing at a most pleasing rate—pleasing at least to the citizens of Stockton, who have been yearning for this improvement for years.

This project, when completed, which probably will be in 1933, will make Stockton the only California inland harbor, ninety miles from the Golden Gate and in the heart of one of the richest agricultural areas the world has ever developed.

The main construction operations are on the fourteen miles of the west end of the channel. Here the channel will be 460 feet from levee to levee, with a minimum depth of twenty-six feet, a bottom width of 100 feet. There will be several passing basins where the bottom width will be 200 feet. The minimum radius on channel curves will be 5000 feet. The passing basins are 3500 feet long.

Inside of one year the city will be at work on its terminal development, which will consist of 1200 feet of berthing space, constructed at an angle of forty-six degrees to the main channel, and 800 feet of transit sheds. This is the initial unit of the harbor development, although plans have been drawn for four times that amount of berthing space and sheds.

Of Interest to Attorneys

There is one angle to the channel project that will interest the attorneys and that was the matter of securing rights of way for the new channel and the spoil areas. The city had voted its bonds, the work had been approved by the Federal government contingent upon rights of way and when this problem was investigated to soon developed into one grand tangle in which there figure old Mexican grants, certain clauses of the Swamp and Overflow Act, improvement districts with their bond protecting clauses and a dozen other angles.

And finally title insurance was employed and as far as known then, it was the first time that the Federal government proceeded with work upon property whose ownership was protected largely, if not wholly, by title insurance.

Another Engineering Feat

Something else the engineers will be interested in is the Calaveras Flood Control Dam, just completed at an approximate cost of \$1,500,000, thirty-five miles east of Stockton on the Calaveras River for the purpose of protecting the city against the flood waters of that sometimes turbulent river.

The health officer or employee of the health department who comes to Stockton or San Joaquin County will leave with a memory of many new and interesting things which have been accomplished here in the interest of public health.

Among them are:

The San Joaquin Local Health District in which the urban and rural sections have combined in administration and accomplished an unusual amount of good in all lines of public health effort.

Bret Harte Sanatorium and Preventorium, located at Murphy's near the Calaveras Big Trees, where a half million dollars has been expended for the case of the tuberculous and malnourished youth.

The San Joaquin County General Hospital, just now finishing a \$300,000 addition, which has held for long



Stockton, California. A view of the San Joaquin River which is to be deepened and widened for a 26-foot channel that will make of the City of Stockton an inland port. This deep water ship channel will cost \$5,510,500, of which the Federal Government has appropriated \$2,000,000, the City of Stockton \$3,000,000, and the State of California \$510,500.

a high reputation of accomplishments.

The Stockton State Hospital for the care of the mentally ill.

The Medico-Dental Building occupied exclusively by dentists and physicians.

These are some of the municipal and county accomplishments shown visitors either by auto trips or steamer parties on the channel. Lodi, Tracy and Manteca, the other three incorporated cities in the county which have joined with Stockton in issuing an invitation to the California League of Municipalities to convene in Stockton in 1931 have interesting phases of municipal development.

At Lodi is a large and modern city hall which was **not** constructed from bond issue funds but from the general revenue of the city. At this thriving city in the heart of the table grape area is also to be found something new in a sewage disposal plant where a sludge digestive system discharging a sterile effluent is considered a model of efficiency.

Streets 92 Per Cent Paved

Tracy has just completed a large paving job which brings that city to a point where 92 per cent of all its streets are paved. Manteca also has some interesting municipal work under way.

The city of Stockton, which is just now dedicating a new \$1,000,000

theater and \$200,000 Southern Pacific depot, hopes to have its \$500,000 Federal building either completed or nearly so within a year.

And so we again invite you, the members of the California League of Municipalities, to come to Stockton in 1931 so that you may do your convention work in a city where ample facilities are provided, where hotel accommodations are of the best, where many civic improvements are to be seen and where on every hand you will feel the warmth of Californian hospitality, a hospitality that was born in the days of the gold rush and which has steadily increased until now it is known throughout convention circles.

INTERNATIONAL CITY MANAGERS HOLD SUCCESSFUL CONVENTION

THE seventeenth annual convention of the International City Managers' Association was held in San Francisco from September 24 to 27 with headquarters at the Palace Hotel. There were 122 delegates present at the sessions, including fifty city managers. Delegates from more than fifty cities of the United States attended the convention.

Arrangements for the convention were under the direction of a local committee of which Hollis R. Thompson, City Manager of Berkeley, was chairman. Much of the great success of the convention is due to the fine work of this committee together with the cooperation of Clarence E. Ridley, the executive secretary of the Association. Other members of the local committee were as follows: H. K. Brainerd, J. W. Charleville, Edwin A. Cottrell, R. M. Dorton, Clifton E. Hickok, William J. Locke, Samuel C. May, William H. Nanry, Emery E. Olson, A. E. Stockburger, Oscar F. Weissgerber. Credit is also due the San Francisco Convention and Tourists Bureau.

President Stephen B. Story, City



ASSOCIATION OFFICERS

Clarence E. Ridley, Executive Secretary, and Stephen B. Story, President

Manager of Rochester, N. Y., called the first session to order at 9:30 Wednesday morning. Following an invocation by Rev. Lawrence L. Cross, pastor of North Brae Community Church, Berkeley, the delegates were welcomed by Acting Mayor Angelo J. Rossi of San Francisco and Mayor Thomas E. Caldecott of Berkeley. The morning session was then devoted to the annual business meeting.

Get Acquainted Luncheon

At the "get-acquainted luncheon" at the Palace Hotel, President Gordon Whitnall of the League of California Municipalities, representing Governor C. C. Young, welcomed the delegates to California. Mr. Whitnall discussed the city manager form of government, stating that it is a result of a very definite need and that its foundation for success rests on great administrative powers with an equal amount of responsibility.

The afternoon session was devoted to municipal finance with C. C. Ludwig, City Manager of Albert Lea, Minnesota, presiding. Instructive papers on the "Execution of the Budget" and "Important Considerations in Administering Special Assessments" were read by J. H. Jamison, former Director of the Budget, Berkeley, California, and William J. Locke, Secretary Manager of the League of California Municipalities. Discussions on

the respective subject were under the direction of H. K. Brainerd, City Manager of San Rafael, California, and Adam R. Johnson, City Manager of Austin, Texas.

"Problems in the Financing of Public Improvements" was discussed by M. M. O'Shaughnessy, City Engineer of San Francisco. Harold A. Stone, Director of Research, California Taxpayers' Association, Los Angeles, read a paper on "Methods of Reducing the Costs of Government." Other subjects under discussion in the Wednesday afternoon session were: "Marketing Municipal Bonds" and "The Advantages of Long-Term Financial Planning."

Thursday

Thursday morning the convention considered the subject of "Personnel Administration." Under this head the following topics were treated: "The Organization for Handling Personnel Work," "Recruiting and Selecting Municipal Employees," "Classification of Positions and Compensation of Employees," "The Establishment and Administration of a Sound Retirement System," "Conditions of Municipal Employment as Factors in Developing Sound Morals." Leaders in the session's discussion were A. E. Stockburger, City Manager of Alhambra, California; Clifford H. Amsden, General Manager, Civil Service Department of the city of

Los Angeles; J. W. Charleville, City Manager, Glendale, California, and Clifton E. Hickok, City Manager of Alameda, California.

Thursday afternoon the delegates were taken on a tour of San Francisco and given an opportunity to see the great developments and achievements in municipal works.

The members of the Association were the guests of the Commonwealth Club of California at a banquet given at the Elks' Club Thursday evening. Professor Edwin A. Cottrell, of the Political Science Department of Stanford University, addressed the delegates, suggesting a form of city manager government where the Mayor should have control of the law enforcement. Professor Cottrell stated that the Mayor should be the spokesman for the municipal administration, interpreting what the City Manager is doing to the public, leaving the Manager free to administer the technical business of the city government.

Friday

Police administration in all its ramifications was taken up in the Friday morning session. August Vollmer, Chief of Police of Berkeley, California, and world-famed criminologist, spoke on "The Selection and Distribution Personnel." The police woman's work and duties and her qualifications were explained by Mrs. Elizabeth Lossing of the Berkeley Police Department. J. J. Finlinson, Assistant Chief of the Los Angeles Police Department led the discussion on "Police Training Schools." "Coordination of Police Work with Activities of the Other Law Enforcement Agencies" was discussed by Chief Cletus Howell of Coronado, California. City Manager R. M. Dorton gave a talk on "Traffic Control as it Affects the Police Problem." Among the other speakers giving interesting talks was R. W. Weatherbe of the Pacific Telephone & Telegraph Company.

At the luncheon of the same day J. W. Charleville, City Manager of Glendale, California, was the presiding officer. William J. Locke, Secretary-Manager of the League of California Municipalities, read a paper on "Municipal Leagues as Aids to Public Officials." Mr. Locke explained the work of the League, its importance and services to the city officials of California.

Friday afternoon's session was given over to the discussion of "Reporting to the Public." Subjects considered under this head were "The Annual Report," "Reporting by Means of the Press," "Reporting



PROMINENT SPEAKERS AT CONVENTION

A. E. Stockburger, City Manager, Alhambra, Calif., and J. W. Charleville, City Manager, Glendale, Calif.

Through Budget Hearings," "Reporting by Means of Radio," "Reporting Through Citizens' Associations," "Reporting Through Reporting Through Research Bureaus" and "Motion Pictures as an Information Medium." Among those presenting papers were J. L. Franzen, City Manager, Oregon City, Oregon; George Garrett, City Manager, Astoria, Oregon; William H. Nanry, Director, San Francisco Bureau of Governmental Research, San Francisco, and Stephen B. Story, president of the International City Managers' Association and City Manager of Rochester, N. Y.

Election of Officers

At the conclusion of this session the election of officers for the ensuing year was held. The following officials of the Association were elected: Stephen B. Story, President; Clifton E. Hickok, City Manager, Alameda, California, First Vice-President; Adam R. Johnson, City Manager, Austin, Texas, Second Vice-President; J. R. Broome, City Manager, Summit, N. J., Third Vice-President.

The annual banquet was held Friday evening in the Palace Hotel. Mrs. Agnes Claypole Moody, member of the Berkeley City Council delivered an address on "The Gentle Art of Living Together." Mrs. Moody so described the work of government. She said the great need of good government was to educate the disinterested public to the work of government and that the basis of

the city manager form of government is cooperation and mutual confidence of the Manager, the Council and the general public.

Professor William B. Munro, of the California Institute of Technology and formerly of the political science of Harvard University, recognized authority on government, gave a very interesting and informative talk on the subject of "When Is a City Well Governed."

Saturday

The city of Berkeley was the host of the convention on Saturday, the final day.

The entire session was devoted to the subject "Getting and Using Facts as Aids to Management" with discussion led by Clifton E. Hickok, City Manager of Alameda. Papers were read by Frank M. Stewart, Professor of Government, University of Texas; Donald C. Stone, Director of Research for the Association, and Samuel C. May, Director of the Bureau of Public Administration at the University of California.

Sproul Gives Welcome

In their visit to the University of California campus, the City Managers were welcomed by President Robert C. Sproul. Following a luncheon tendered to the delegates at International House, the visitors and their families were the honored guests to the football game between the University of California and Santa Clara University.



J. L. FRANZEN

City Manager, Oregon City, under whose supervision the League of Oregon Cities has made such noteworthy progress during the last few years.

Complete List of Delegates

O. R. Allen, Assistant Editor Pacific Municipalities; Clifford H. Amsden, General Manager, Civil Service Department of Los Angeles; H. K. Brainerd, City Manager, San Rafael, Calif.; J. R. Boone, City Manager, Summit, N. J.; M. B. Roderick M. Berryhill, City Manager, Pacific Municipalities, San Francisco; Roderick M., Berryhill, City Manager, Tulare, Calif.; Fred D. Bullock, chairman Account Commission, Finance Commission, Board of Supervisors, San Francisco; H. E. Bruce, Mayor, Burbank, Calif.; Mrs. Bruce; H. R. Beedle, San Francisco.

O. E. Carr, City Manager, Fort Worth, Tex.; F. L. Cloud, City Manager, Kingsport, Tenn.; Edwin A. Cottrell, Professor of Administration, Stanford University, Calif.; T. E. Caldecott, Mayor, Berkeley; Charles A. Carran, City Manager, East Cleveland, O.; J. W. Charleville, City Manager, Glendale, Calif.; H. H. Canfield, City Manager, Cleveland Heights, O.; Mrs. Canfield; L. Cunningham, Assistant Research Department, Stanford University; John A. Carroll, San Francisco.

B. W. Dagneau, Councilman, Stevens Point, Wis.; Mrs. Dagneau; Erwin Dames, City Manager, Pacific Grove, Calif.; James S. Dean, City Manager, Sacramento, Calif.; E. J. Donnelly, City Manager, Two Rivers, Wis.; R. M. Dorton, City Manager, Monterey, Calif.; Mrs. Dorton; Charles S. Diggs, Director Los Angeles Registering Planning Commission, Los Angeles; C. O. Dunbar, City Manager, Santa Rosa, Calif.; Charles C. De Wolfe, Director of Personnel and Research, Berkeley; Gilbert A. Darwin, Assistant Editor, *Western Construction News*, San Francisco.

H. H. Everett, City Manager, Mansfield, Mass.

G. D. Fairtrace, City Manager, Wichita Falls, Tex.; R. C. Flanders, Executive Secretary, Tax Supervising and Conservation Commission, Portland, Ore.; Fleischmann, Assistant City Treasurer, Phoenix, Ariz.; J. L. Franzen, City Manager, Oregon City, Ore.; Mrs. Franzen; Chester S.

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J. W. Price, City Manager, Anaheim, Calif., left, Dr. J. M. Pfeiffer, Professor, U. S. C., and O. S. Roon, City Manager, South Pasadena, Calif.

Cutting School Costs

By J. REED SCHAEFFER
Purchasing Agent, Fresno County



ELSEWHERE the story has been told of the result of centralized school purchasing in Fresno county. That story would not be complete without a picture of the most important element that went to make a successful application of legislation that necessarily leaves much latitude in the administration thereof.

The word "coöperation" is much overworked. Some one has said that any kind of government is just as good or bad as the men who administer it. If that saying were augmented perhaps it would be said that the ability of those in office to coöperate with others, more than any other thing determines the net result to the people. To be sure the politician can frequently confuse his constituents with clever publicity, demagoguery, and sheer verbosity until he is credited with being the only man in the army that is in step.

If net results only were counted, no alibis, or blaming the other fellow permitted, and changes demanded on that basis we would be a little nearer our far distant utopia. Cold blooded perhaps but government should be an impersonal business. We could learn something in that regard from our English cousins. They put men in office and jerk them out and put in others with little regard for sentiment and fine talk.

A Simple Tale

But this was not to be a philosophical treatise on government, but a simple tale of a small job done in a big way. First perhaps it might be well to recount briefly what went before to suggest this explanation.

Since we can remember, rural schools have functioned in California through a local governing board of trustees of three members. To this board, or some one delegated by it fell the responsibility of purchases.

They are composed of the average American laymen, often the best in the community and discharge their duties, without pay, as well as can be expected, and perhaps much better than we realize.

But the very duplication of effort on the part of these men and the salesmen, and the scattered and distant locations of the districts made the purchase of small supplies quite impracticable for obvious reasons.

Selfish Opposition

Many times the writer was called as a member of a committee to help draft a bill to centralize this buying. Several times the bill was beaten by a strong lobby representing those who were sending men into the rural communities to sell goods for whatever price the local situation would warrant. Eventually this selfish and expensive lobby was withdrawn when confronted by the organized efforts of California Taxpayers Association and legislation followed which gave authority for the methods now in practice in the various counties.

This law is peculiarly adaptable to that popular sport of "passing the buck." That is so because its administration rests with departments and officials who are not responsible one to the other. And so for this reason we are particularly pleased that our savings have been almost fifty per cent when comparisons are made with the old method. It means that in spite of the fact that the County Superintendent of Schools, the County Board of Education and the County Purchasing Agent has been made about equally responsible, under the law, all have worked together without regard to divided authority, to accomplish a common purpose.

The most important part of the job of making this law work to advantage falls upon the Board of Education. They are required to

adopt rules governing the procedure. The members are necessarily experienced in schoolroom requirements, and it follows as a matter of course that they should lay down the standards of quality that govern these purchases. That means that careful specifications must be drawn by them for each article on the standard list for which they are responsible.

Right at this point is where purchasing on a large scale becomes either a science or a joke. When the needs of any department are carefully described in accurate terms, and those specifications given to bidders, a large part of the job of purchasing has been accomplished. Too much can not be said for the manner in which the local board handled this task, and although the purchasing agent sat in on this part of the work, just as the board sits in with the purchasing agent when goods are selected, it is largely due to the efforts of this body in laying the proper foundation, that things worked smoothly and large savings resulted.

Significant Points

These savings are of course insignificant as compared to the total amounts involved in school budgets. But two very significant things are to be learned from our experience. First is that no matter how divided the responsibilities may be in a provision of the law such as this, men can get together and function in spite of all that. Secondly, that the tendency toward larger units in governing school districts is sound economy. An effort is being made to authorize the forming of large districts composed of many rural districts, under the direction of a single board of trustees. That will doubtless be a step in the right direction. It may be too much to expect at present but the writer is pre-

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Vancouver's City Plan Looks to the Future

Widened Streets and Distributor Arteries Provide Traffic Accommodations for Years to Come

By A. E. FOREMAN, B. Sc., M. E. I. C.

Chairman, Street and Transit Committee, Vancouver Town Planning Commission

LIKE many cities on the North American Continent, Vancouver, B. C., has been interested for some years in different phases of Town Planning. As far back as 1913 the question of a Civic Center was a very live topic. In 1922, Point Grey, a suburb of Vancouver, largely residential, introduced a Zoning By-law. However, a com-

total area of eighty-eight square miles. The officials of these municipalities have greatly assisted by supplying necessary information. It was essential that there should be close coöperation, because in 1927, the citizens of Vancouver, Point Grey and South Vancouver Municipalities voted in favor of amalgamation of these three municipali-

ties to give more direct communication between the different sections of the city (Plate 1). Some of the main streets in the central business district are wider than others, but not of sufficient width to take care of the traffic that will develop in the future. Granville Street, the main north and south retail business street is eighty feet wide,

By a wise system of planning, Vancouver has provided early in her development streets of ample width to accommodate her traffic for many years to come.



Generous parking strips assure to the city a future beauty as well as a practical diversion of traffic to both sides of the streets.

prehensive scheme of Town Planning was not taken up seriously until 1925, when largely through the efforts of the Vancouver Branch of the Town Planning Institute of Canada, the Provincial Legislature passed a Town Planning Act. Since then good progress has been made. Early in 1926 the Vancouver City Council appointed a Town Planning Commission. In July 1926, Harland Bartholomew & Associates were employed as consultants to the commission. Point Grey Municipality recognizing the importance of the work, also appointed a commission and secured the services of the same firm of town planning engineers.

The Major Street Committees of the two commissions have held joint meetings for their studies in the development of the major street plans for greater Vancouver, and these studies have been extended to cover arterial highways in adjoining municipalities, embracing a

ties to form a Greater Vancouver. On October 17, 1928, the new council for the larger city was elected and took office on January 1, 1929. Vancouver now has an area of forty-five square miles and a population of 300,000.

The Vancouver Major Street Report was completed in 1927 and has been under consideration by the city engineer's staff and the Board of Works. While it will not be officially adopted until the entire report on town planning is completed, several of the proposals have already been carried out. The major street plans provide for arterial highways 100 feet wide to accommodate eight lines of traffic, with the recommendation that Kingsway, which is part of the Pacific Highway, be 120 feet wide. The cross town major streets running north and south, and east and west, are approximately at half mile intervals and eighty feet wide.

Several counter-diagonals are

and Burrard Street paralleling it three blocks to the west is ninety-nine feet wide. Hastings Street, the main shopping street, running east and west, is eighty feet wide, and Georgia Street, three blocks to the south, and parallel to it, is 99 feet wide.

The development on Granville and Hastings streets, is such, however, that it would be very costly to widen them and the alternative has been proposed of a distributor street 120 feet wide skirting the main business district. Every main artery leading into the central business district will connect with the distributor street (see Plate 2). It will thus divert cross town traffic around, instead of through, the business district, and traffic whose destination is within the district will follow this fine wide thoroughfare as far as possible before turning into the narrower streets. This will greatly reduce congestion in the business area. Although the



In order to improve communication between the different sections of the city, several counter-diagonals are proposed. Streets to be widened are indicated on this plate by dotted lines.

proposed distributor street is contiguous to the very heart of the business district, there are at present but four permanent buildings that will be affected by the new right-of-way, and two of these have been erected since the completion of the Major Street Reports. Possibly no city on the American continent can take care of the traffic problem in its central business district more effectively and more cheaply than Vancouver, provided action is taken at once.

The Zoning By-law, now approved, will also materially assist in preventing congestion of traffic. According to the present building By-laws, the maximum allowable height of buildings is 120 feet, or ten stories, with permission under certain conditions for a third of the area of the main building to be continued to a height of 200 feet. The new Zoning By-laws will modify this, so that on the narrower streets the height of the building above

street lines must not exceed one and a half times the width of the street, with a corresponding set-back above that height up to the maximum of 200 feet.

One important major street proposal has already been completed with the construction of the diagonal connection between Tenth and Twelfth avenues, west of Trafalgar. The streets at this point are a striking example of lack of planning when the district was originally sub-divided. Tenth Avenue, west of Trafalgar, is eighty feet wide, and east of Trafalgar it is sixty-six feet wide. Twelfth Avenue is just the reverse, being sixty-six feet wide west of Trafalgar and eighty feet wide to the east—widening either street to eighty feet would have been costly, so the diagonal connection was made to utilize the eighty feet width of each. The extension of this cross town major street will connect the University of British Columbia on the extreme

west with the City of New Westminster, thirteen miles southeast of Vancouver.

There are a number of bad jogs in the major street system, but a careful examination shows that remarkably few buildings have been erected on the lots that would be affected by improvement of the alignment, and the work could be done now at a comparatively small cost for property damages.

There is a most important recommendation which will greatly reduce the cost of future development of the major street plan. It is that set-back building lines should be fixed on all major streets which it is proposed to widen. All new structures would then be erected to conform with the new street lines. Where there is considerable commercial development, it is proposed to permit the erection of a one-story structure on the present street line, but that the main building should be kept back to the line of the future street widening.

Vancouver has undertaken a major street plan at a comparatively early stage in her development, and as a result, will benefit immensely. The Granville Street bridge presents the only intensive traffic problem confronting the city at the present time and this will be relieved with the construction of the Burrard Street bridge, for which the plans have been prepared and tenders will be called for within the next month. However, the studies in connection with the preparation of a major street system emphasize the importance of undertaking such a plan as early as possible in the



As an alternative to a costly widening of two main business streets, a distributor street 120 feet wide skirts the business district with which is connected every main artery leading into the district.

GLENDALE BUILDS FOR PUBLIC CONVENIENCE

City of Glendale's Public Comfort Station Located in the Central Part of the Business District

THE City of Glendale, California, has recently constructed its first Public Comfort Station, located at the northwest corner of Broadway and Brand Boulevard.

In selecting the site for this public improvement it was necessary to select a location that would be most advantageous from the standpoint of the amount of travel and also where a suitable connection could be made to the city's sewer system and if possible permit a gravity flow into the city sewer. Another important factor to be taken into consideration was that of underground utilities that would be encountered and also to see that no basements constructed under the sidewalk were interfered with. The design used in the construction was determined greatly by the location selected for the construction of the comfort station.

Plan of Structure

The structure was designed in such a manner so that the only part interfering with the sidewalk was that space required for the pedestrian to enter the structure directly from the sidewalk, which required five feet of a twelve-foot sidewalk for just enough space to install steps leading down to the comfort station. This will permit the con-

struction of any future basements that may be constructed at this location and also allow the seven feet remaining under the sidewalk to be utilized for basements, the main structure being placed directly under Broadway, which is one of Glendale's main streets.

Heavier Construction

Due to the large amount of heavy traffic over the structure it required a heavier class of construction than ordinarily would be required if it had been built under the sidewalk area. Artificial lights were also used in a great deal of the construction due to the work being under the street.

The street under which this structure was constructed was left open to traffic at all times and in order to avoid any damage to adjacent buildings or the caving in of the streets, due to the sandy soil, it was necessary to drive sheet piling. The pavement in the street was cut out approximately three feet behind the line of the structural walls and the sheeting driven slightly ahead of the excavation. Heavy braces at the street level and about half way down and substantially blocked held the piling in place, and in this way but very little of the excavation was lost from beneath the street or sidewalk.

The structural design selected was similar to that of a double box culvert closed at each end with a stairway leading into each side, the wall at the stairway being of a cantilever retaining wall type. The stairways have a six inch coping around them at the sidewalk level and the last step is six inches above the sidewalk level with an easy ramp approaching the top step. This was done to prevent any water from entering the structure in wet weather. However, if any storm water does enter the structure it will be easily taken care of by means of drains in the floor of the structure.

Class "A" Concrete

All concrete used in the construction was a class "A" mixture being one part cement, two parts sand and three and one-half parts of rock to which was added six pounds of hydrated lime per sack as a water proofing admixture. The concrete was poured with a consistency of a five to six-inch slump and tests at seven days showed compressive strength from 2400 to 2500 pounds per square inch.

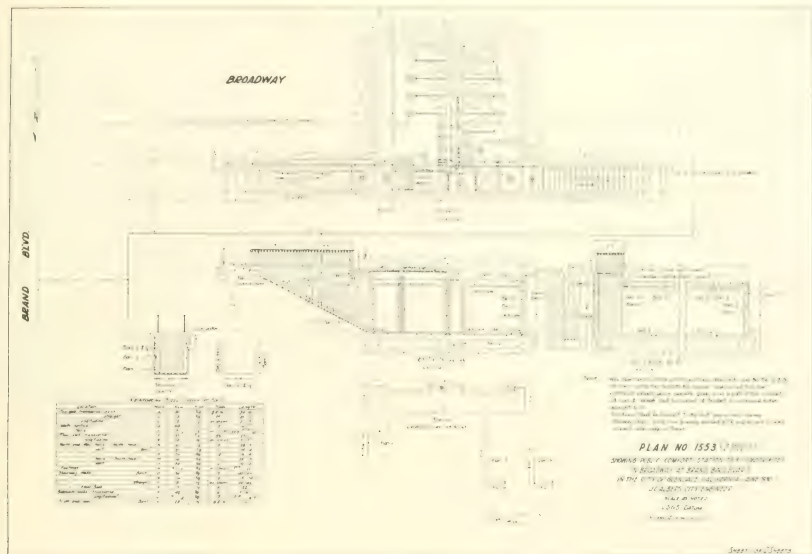
Due to the large number of pipes and fittings in the walls and the fact that it was necessary to "box" the braces to the piling where they passed through the forms, special care was given to the placing of the concrete in the forms so as to obtain a smooth, dense concrete.

The holes left in the walls after the braces were removed were sealed on the outside with a water proofing material and asphalt paint. A flat slab of concrete was then placed over the hole and the back filling brought up around it. The holes in the wall were then filled with a "dry tamp concrete" and compressed by means of jacks. A water proofing material over the entire structure was not considered necessary due to the sandy type of soil and because the pavement and buildings prevented percolations of water in this district.

A utility corridor was built between the two sections which per-



Street view—entrances to Comfort Station



mitted most of the plumbing connections to be placed above the floor level. Flush tanks, slop sink, ventilating fan, supply shelves, etc., were also placed in this corridor.

Ventilation

Ventilation of the structure was secured by means of grates with dampers opening out into the utility chamber on each side. A one-half horsepower fan draws the air from this chamber and exhausts it through a specially designed fluted ornamental light standard. The sewer vent also is carried out through this standard in a separate pipe.

Interior Finish

The floors and side walls to a height of six feet are covered with colored tile. Apricot colored tile with black trimming was used on

the men's side and orchid tile with black trimming on the ladies' side of the structure. Side walls above the tile are plastered while the side walls and ceilings are painted with two heavy coats of cream colored cement paint to match the tile work. The stairways, walls and ceilings are not plastered but have been rubbed with carborundum brick before painting. Plaster was not used on ceilings as a precaution against cracking or peeling due to vibration caused from traffic; however, practically no vibration or sound from outside traffic can be detected.

The compartments throughout the entire structure are of Alaska marble while all fixtures are of the best quality that could be used in the construction of any public comfort station of this character.

The railings around the structure, designed so as to give a pleasing appearance, are of ornamental galvanized iron three feet four inches in height. An ornamental rail was also placed five feet from each entrance as a precaution against anyone walking into the steps leading to the structure.

The cost of the structure including the ventilating shaft was \$9,000. The structure was built under contract by John L. Taylor Company of Glendale, California, under the direction of City Engineer J. C. Albers, and was designed and supervised by C. D. Ament of the city engineer's office. Installation of equipment and interior finish was supervised by H. C. Vandewater, building superintendent for the City of Glendale.

MEXICO CITY EXPOSITION

Additional information has been received regarding the National Exposition which will be held in Mexico City during November, 1930. The exposition will be divided into the following sections: Industry, agriculture, mining, communications and popular arts. There will be foreign as well as Mexican ex-

hibits, and four days will be especially set aside for festivities surrounding exhibits from out of the country.

Arrangements have been made whereby foreign exhibits will enter Mexico "in bond," and duties will have to be paid only in case the merchandise is sold there.

Prospective exhibitors may secure further information from the International Trade Department.

AUTOMOBILE RUNNING COSTS

Governmental studies indicate that it costs an average automobile approximately 2.06 cents more per mile to drive on an earth road than on a hard-surfaced road, according to reports received by the California State Automobile Association.

Boise Redeems Waste Land for City Park and Airport

By W. T. LOCKWOOD

THE Boise River, with a wide strip of waste land on each side, runs through the city limits. For some twenty years the park commission has been building a park on the north side of the river between the two main thoroughfares entering the city from the south. A park of forty-two acres, one mile in length, has been created out of an unsightly river flat. Fills were made with city refuse, covered with top soil, and the entire park beautifully landscaped. Tree-lined roadways wind through the park, dividing it into picnic grounds and large open lawn spaces.

Other features of the park include a river-side drive, children's playground, ponds for ducks, geese and other water fowl, tennis courts and a band shell. Public concerts attract thousands to the park every Sunday during the summer months.

The city has just purchased an additional area of thirty acres which will greatly enhance the beauty of the park and enable the park commission to keep step with the city in park expansion. Still another acreage, including a large gravel deposit, has been given to the city to be turned over for park purposes as soon as the gravel has been worked



View in Julia Davis Park

out. This addition will provide lagoons for boating and a municipal swimming pool.

South of the river the city has redeemed about 120 acres of old river bed and swamp land to establish a municipal airport. This work required the dredging of about a mile of the river to furnish material for the fills and to dyke the river for the protection of the park and airport. For this purpose the city issued bonds in the amount of \$79,000.00. Additional land is being purchased from time to time and ultimately the airport will contain about 150 acres.

The field is 4800 feet long, with an average width of 2,000 feet. The long runway, east and west, in the direction of the prevailing wind, is 3,800 feet long. This runway when completed will be the full length of the field. The cross runway is 2,200 feet long.

The field is equipped with flood lights, boundary lights, a standard

revolving beacon and a government radio station. The mail planes flying over the federal lighted air route from Salt Lake City to Portland are serviced with radio weather reports from this station. Hangars, repair shops, lunch room and fuel stations are provided on the field.

The Varney Air Lines Service operates a through air mail passenger and express service from the northwestern states to Salt Lake City, where their planes make connections with trans-continental lines. They have announced their plans for the erection of a \$35,000.00 hangar, with waiting room and office.

The Boise Flying Service operates a flying school on the field. They also run an air taxi service to neighboring towns and Idaho's dude ranches and other scenic spots.

The airport, in addition to its commercial value, forms an integral part of the city's system of parks. It is in close proximity to the Union Pacific passenger station on a mesa half a mile to the south. A boulevard, running from this station to the state capitol building, will bound the port on the west. Plans for this boulevard, including a new bridge over the river, have been approved by the city council.

When the city's plans are completed some 250 acres of worthless river frontage will have been redeemed to build the largest park in the city and provide an airport second to none of its size in the north-west.



Varney Hangar to be replaced with \$35,000 hangar and offices

NEWS FROM OREGON

HOOD RIVER'S FINE WATER SYSTEM

TO THE foresight of its city councilmen and the faith of a large majority of its taxpayers, Hood River must be credited with having one of the finest water systems to be found anywhere in the United States. It was Hood River's councilmen who, several years ago, sensed that the day would come when the city would require a more adequate supply of water than was then available, and filed on Cold Springs, eighteen miles from Hood River, and the leading taxpayers who carried through a bond issue of a quarter million of dollars to bring this water to the city.

Opposition Overcome

As always, there was opposition, based chiefly on the presumption that a community of but 3500 residents could not afford to add this sum to its bonded indebtedness. But the progressives carried the day, and a steel pipeline, that conveys 5,000,000 gallons of water between sunup and sunup, now winds its way down the slope of Mount Hood to the city of Hood River. It delivers a never-failing supply of pure, soft water that never sees the light of day from the time it leaves its great underground basin at the foot of one of the big glaciers of the mountain until it emerges at a pressure of better than eighty pounds, from the faucet of the user.

It took courage to put this project over, but courage is never lacking in a community that has faith in the future. Within a few months after this water project was completed, its justification came when a serious fire threatened to wipe out the major portion of the business and industrial sections of the city, and only an efficient fire brigade, equipment and twelve nozzles averted disaster and kept the loss down to a quarter of a million dollars. The value of two big apple packing plants which were literally cut off from the fire by a great screen of water, is considerably more than the total cost of the Cold Spring water system, but the greater saving lies in averting a costly interruption to the moving of the fruit crop and maintaining two of the leading payrolls of the city. The former opposition has given place to united praise of those citizens of Hood River who were ever thinking of tomorrow while attending to their business of today.

FACTS AND FIGURES

Oregon City, Oregon, at the
Willamette Falls

Population	7,000
Incorporated	1,859
Elevation	72
Bonded Indebtedness—	
General	\$ 292,500.00
Water	295,000.00
Improvements	314,000.00
Tax valuation	4,000,000.00
Assets	641,216.00
Banks	3
Total deposits	\$2,023,452.88
Resources	5,010,706.93
Savings	2,312,940.58
Dwellings	1,700
Percent wired for elec-	
tricity	90
Number of telephones ..	1,461
Mean annual tempera-	
ture	52.4
Average annual rainfall ..	45.13
Number grade schools ..	6
Number private schools ..	3
Number of school chil-	
dren (grade)	1,025
Number of high school	
students	455
Valuation of school	
property	\$ 288,431.00
Number church build-	
ings	12
Theaters	3
Lodges represented	27
Miles of hard surface	
streets	19
Number of persons em-	
ployed in industries ..	2,450
Payroll (annual)	\$4,000,000.00

BEND, OREGON, SATISFIED WITH NEW FORM OF GOVERNMENT

THE first six months of the operation of the commission-manager form of city government in Bend showed results in the business management of the city beyond the expectations of the most optimistic. The change from the mayor-council form to the commission-manager form was made last year following a decisive vote of the people, followed by the election of three commissioners.

The expenditures for operating the city government for the first six months of 1929 were \$40,130.15, on a yearly budget of \$103,350. The warrant indebtedness of the city on December 31, 1928, was \$120,595.58; on June 30, 1929, it had been reduced to \$100,508.21.

Water Department Profit

A water department statement of finances for the first six months of

1929 showed an income of \$53,398.02, expenditures of \$37,961.31, and a net profit for the period of \$15,436.71.

Feeling the affairs of the city were not being carried on in a business-like manner and that the mayor-council form of city government was not as responsive to the will of the people as the commission-manager form would be, a joint committee was named by the Bend Chamber of Commerce, the Kiwanis Club and the Lions Club to study the question.

City Charters Studied

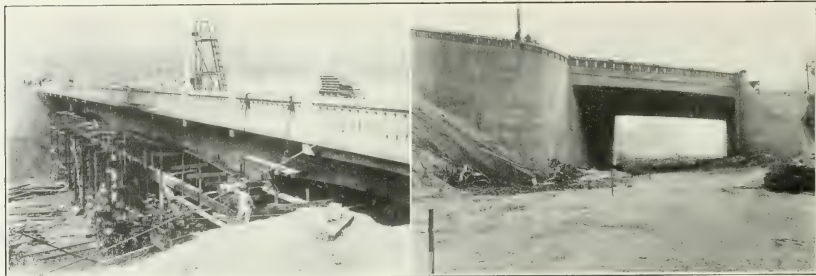
This committee named a sub-committee to study charters in other cities and to draft a charter to be submitted to the people for adoption or rejection. The charter as drawn by the sub-committee was passed upon and approved by the entire committee and petitions circulated calling for a special election to vote upon the proposed change in the form of government. Following an educational campaign the new charter was adopted and a few weeks later three candidates favored by friends of the commission-manager form were elected commissioners.

The commissioners upon assuming office were: George P. Gove, an official of the Brooks-Scanlon Lumber Company, Mayor; N. R. Gilbert, prominent business man, and Dr. J. F. Hosch, one of Bend's leading physicians and surgeons and Vice-president of the Chamber of Commerce.

City Manager Makes Record

After considering a number of applications and several personal interviews, C. G. Reiter, formerly city manager of Hillsboro, Oregon, was named by the commission as city manager of Bend. Mr. Reiter, in a quiet, unassuming manner, has tackled a difficult job with determination and is putting the affairs of the city government upon a business basis and restoring the credit of the city.

While there were misgivings upon the part of a number over the change in the form of government, general confidence in the wisdom of the change is being established and a move to go back to the old mayor-council form undoubtedly would meet with decisive defeat.



Viaduct for approach over U. P. tracks

Grade separation between approach and county road

Bringing an Airport into Town

Achievement of Portland's City Engineers



Upper: New Air-Terminal Building. Below: Aerial view of Airport

FOR a municipal airport to furnish maximum service to its patrons, it must have easy access to the center of the city's business district. A final move to furnish such access to the Port of Portland airport at Portland, Oregon, is now being made. Under the supervision of the City Engineer, property has been acquired for widening Penn Street and Going Street from County Road No. 932 to Interstate Avenue, at a cost of \$17,865.00. The proceedings for acquiring this land have been completed and the street was declared open on July 23, 1930.

A project involving the construction of a viaduct over the Union Pacific System's tracks to eliminate a dangerous grade crossing and vexatious delays due to switching trains, an under-crossing for separation of the airport traffic from the heavy travel to and from the St. Johns Peninsula district, and a broad highway up the Penn Street gulch to a connection with Interstate Avenue is now under contract to the J. F. Shea Company of Portland, Oregon, at a bid price of \$132,209.00. When this project is completed at an estimated complete cost of \$226,000.00, including rights of way, a direct route from the airport to Portland's business district over a highway with a minimum width of ninety feet will be available. Passengers arriving at the Port of Portland's new air terminal building will be able to step into a taxi, and ten minutes later step out in the center of

(Turn to Page 432)

SCIENTIFIC TREE SURGERY EMPLOYED BY LOS ANGELES

A canal at one time ran through what is now known as Pershing Square, Los Angeles. Later it was filled in and this small, but beautiful, park in the center of downtown Los Angeles was created. For many years it was the famous Central Park, but after the Great War the name was changed in honor of General Pershing.

Many trees have died in this park during the last few years, and this summer Davey Tree Surgeons were called in to inspect and treat the trees in an endeavor to arrive at the cause. When the ground was opened up to install the Davey Root System of aeration and sub-irrigation, the soil was found to be a cold, sour, soggy, mud bed, due to the constant watering of the lawns and lack of drainage caused by the buildings around the park. It was, therefore, necessary to put in a complete drainage system to carry off the surplus moisture in the soil.

Within ninety days there has been a remarkable change in the condition of the trees. They have all taken on new growth, and a few of the trees that were in dying condition have actually taken on a new lease of life.

In Sycamore Grove, famous for its wonderful old Sycamore trees, it was found that these trees were so decayed and neglected that if left in their present condition it was only a matter of time when they would die and have to be removed.

Davey Tree Surgeons went into this park with the avowed determination of saving these trees for the pleasure of the present and future generations. All summer long they worked, installing root systems, treating, pruning, cabling, bracing, drilling out the decay in the trunks and roots, going as deep as seven feet in the ground in one instance after the decay. After the decay was all removed the trunks of the trees were treated to prevent further decay, the nationally known Davey Sectional Fillings were placed in these, in many instances immense, cavities, with the result that these venerable Sycamores will grace this park for generations to come and thousands will enjoy this beautiful picnic ground and rest in the shade of these grand old trees.

These are only two of the parks in Los Angeles in which Davey Tree Surgery has demonstrated that tree surgery is a science, and that with

proper care and attention our trees can be saved and remain a joy forever. The trees in the other city parks have also shown marked improvement since being treated, but Pershing Square and Sycamore Grove are without doubt the greatest achievements in the line of tree surgery in Southern California.

The same remarkable results may be had on the home grounds, golf courses, etc., by the proper treatment of the soils, the maintaining of a uniform growing condition, and the modern underground system of irrigation and aeration, combined with proper surface mulch.

In this arid southwest where the rainfall is uncertain special obstacles must be overcome—one of which is rapid evaporation—to make it possible to maintain a proper growing condition for the roots of the plants.

With highly trained men and proper supervision the result is always good and the cost per tree is within the means of the average property owner.

FANCIS P. HERSEY ENTERS METER FIELD

Francis P. Hersey, second son of Walter A. Hersey, president of the Hersey Manufacturing Company, South Boston, Massachusetts, has just taken up his duties at the factory, following his graduation from Princeton this spring with the class of 1930.

Like his brother, Winthrop Hersey, who preceded him by a year, Francis Hersey is starting at the very bottom with a view to thoroughly learning the manufacture of water meters.

He is a member of the third direct generation, being a grandson of Francis C. Hersey, one of the founders of the company 72 years ago, back in 1858.

Like his brother Winthrop, Francis Hersey has won considerable renown as a golfer, having been captain of the Princeton Golf Team in his senior year when it won the intercollegiate Golf championship.

Walnut Creek, California, Signs Contract

Walnut Creek, California, has signed an agreement whereby the California Water Service Corporation will supply it with water for a period of seven years. Bonds may be issued to provide a distribution system.

WATER RESOURCES EXHIBIT

Water development, a key factor in California's economic future, is featured in the exhibit windows of the California State Chamber of Commerce, at the Ferry Building, San Francisco.

Maps and photographs of mammoth water projects, vital to the prosperity of this state, in conserving the snows of the Sierra Nevada and Rocky Mountains for irrigation, hydro-electric power, and domestic use, are on display. These include scenes of the construction of Hetch-Hetchy, San Francisco's water and hydro-electric project, which will furnish 400,000,000 gallons of water daily to 4,000,000 people in the San Francisco peninsula, and develop 250,000 hydro-electric horse power, as well as data on Boulder Dam, depicted by a map of this project, which will supply 1,095,000 acre feet of domestic water per year to Southern California cities.

SOUTHERN PACIFIC ANNOUNCES SPECIAL RATES TO DELEGATES

Those attending the Thirty-Second Annual Convention of the League of California Municipalities, October 6 to 11, will have available to them from Southern Pacific fares on a basis of the low summer fares so popular during the vacation period.

The roundtrip fare from San Francisco, for example, will be \$22.75.

From most points there are a large number of trains available. From San Francisco, for example, there are nine daily trains to Los Angeles via either the Coast or Valley routes.

By using these low fares and frequent service, Southern Pacific officials point out, delegates will save money and effort and in most cases will save time, which in the case of city officials, is an important item.

MUNICIPAL PERSONNEL

OUR NEW COVER

Our new cover design has elicited so much favorable comment as to prompt us to introduce its author to our readers:

HENRY V. WALL

illustrator with the Los Angeles Department of City Planning is the genius whose ability has condensed into color and modernistic line the spirit of our publication and the vast field of our western empire whose pioneering in the realm of municipal government is chronicled in our pages. Henry, as he is popularly known, came from Detroit to California twenty-six years ago. All of his schooling and experience has been in California. He is a member of Alpha Rho Chi, the National Architectural Fraternity. Two years ago he was "discovered" in the Los Angeles city engineer's office, his talents buried under routine work. He was transferred to the Department of City Planning where his unusual abilities were recognized and put to work. He has both an architectural and engineering training to which he is now rapidly adding a training in art.

To those interested in the value of effective illustrating in public records, reference is made to the two last annual reports of the Los Angeles Department of City Planning where Mr. Wall's handiwork has been given full sway.—G.W.



WALKER NEW CITY MANAGER OF MONTEBELLO

J. P. Walker was unanimously appointed City Manager of Montebello by the members of the city council in regular session September 15, 1930, to fill the vacancy created by the death of the late L. G. Herr.



Walker was elected to the office of City Clerk by the voters of the community at the last city election in April, having previously filled that position for six months by appointment. Immediately prior to his work as City Clerk, Mr. Walker

was desk sergeant for four years in the local police department.

Mr. Walker is highly qualified to act in the position to which he has just been appointed because before coming to California he was employed for twenty-five years by the New York Central Railroad and one of its predecessors, the old Lake Shore and Michigan Southern Railway Company. He started as a stenographer and rate clerk and worked up through the positions of chief clerk of the assistant general freight office, freight representative of the New York Central in the Chicago freight committee. When the government took over the railroads during the war and competition freight solicitation was done away with he was appointed to act as the personal representative for the first vice-president on the freight embargo committee which had charge of clearing all munitions of war through that very congested gateway.

Mr. Walker will immediately assume the duties of City Manager while at the same time he will continue to carry on the work of City Clerk. He will be ably assisted by a purchasing agent in the person of

S. R. Macbeth who also will still retain his position as street superintendent but take on the added responsibilities of purchasing agent under the supervision of Mr. Walker.

Clifton E. Hickok, city manager of Alameda, California, was elected first vice-president of the International City Managers' Association at their convention held in San Francisco September 24 to 27.

J. J. Tynan, Sr., vice-president Bethlehem Steel Co., San Francisco, was recently appointed to the board of police commissioners to replace Daniel J. O'Brien resigned.

Captain Daniel M. Long, commanding officer of the San Pedro police division completed, on September 25, thirty years of service in police service for the city of Los Angeles. He began his career on September 25, 1900, as a patrolman.

Fred K. Jones, prominent among building managers of Spokane, Washington, was recently appointed a member of the Spokane City Planning Commission to fill the vacancy created by the death of D. B. Fotheringham. The term of office is seven years.

Sergeant Eugene J. Egan of the San Francisco police department and Battalion Chief John F. Kearny of the San Francisco fire department were awarded gold medals by the 91st division. These medals awarded annually to the member of each department they judge having performed most valorously during the year.

Alden Ames was named Judge of the San Francisco municipal court September 25 by Governor C. C. Young.

Charles H. Huggins became one of the city fathers of Marshfield, Oregon, through appointment by the City Council, September 4, to succeed A. C. Vestal who resigned recently.

Daniel J. O'Brien resigned recently under doctor's orders from the Board of Police Commissioners of San Francisco. O'Brien is a former chief of police of San Francisco.

QUESTIONS AND ANSWERS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

TELEPHONE FRANCHISE

Question: A telephone company operating in our town for several years has installed unsightly poles along our principal streets which we propose to beautify by the installation of ornamental electroliers. To accomplish this we have requested the telephone company to remove their poles but they have refused to comply with our request. Can we compel the removal of these poles?

Answer: Under section 536 of the Civil Code telephone companies have a right to use such portions of a city street as may be necessary or convenient, for the operation of their lines, without compensation. (Vol. 24, Cal. Jur., pp. 479-480.) A city operating under a freeholders' charter has a right to regulate the location of the poles and wires, but this right does not seem to apply to cities operating under the general law. (Sunset T. & T. Co. vs. Pasadena, 161 Cal. 265, and Sunset T. & T. Co. vs. Pomona, 164 Fed. 561.)

LICENSE TAX ON BARBERS

Question: Under the new state law a city is not entitled to impose and collect a license tax for regulation as barbers are now regulated by the state. However, you are undoubtedly authorized to impose and collect a license tax for revenue just as you are against doctors, lawyers and other professional men whose business is regulated by the state.

SALARY OF APPOINTIVE OFFICER

Question: Can the salary of an appointive officer be raised or lowered at the will of the council; and should it be done by ordinance or resolution?

Answer: Court decisions seem to indicate that the salary of an appointive officer may be raised or lowered at the will of the council. (See 21 Cal. Jur. p. 956 and cases there cited.)

Answering your second question, will say that because of the uncertainty of the exact meaning of section 881 of the Municipal Corporation Act, it is desirable to fix their

compensation by ordinance rather than by resolution.

RESIGNATION OF COUNCILMAN

Question: When the written resignation of a councilman has been placed before the other members and ordered filed for future action without formal acceptance, when does it take effect?

Answer: The time of taking effect depends somewhat on the circumstances. In the case of Meeker vs. Reed the supreme court held that the written resignation takes effect immediately when filed, and that no acceptance is required. That seems to be the law in this state. The question is treated at considerable length in 21 Cal. Jur. p. 975, wherein it says that "at common law an officer could not resign without consent of the appointing power, but it is the rule in California that an incumbent may resign his office at pleasure."

SALARIES TO COUNCILMEN

Question: Your recent opinion in reference to the right of city trustees to draw a salary voted under section 855 of the Municipal Corporation Act received. I have advised the trustees that they are entitled to such a salary, basing my opinion on the case of Gwyn vs. McKinley, 30 Cal. App. 381, and Harris vs. Colgan, 148 Cal. 69.

Answer: You are right. The establishment of compensation in the first instance, where no compensation was theretofore paid, does not constitute an increase, wherefore they would be entitled to the compensation.

Question: Suppose the council of a sixth class city meets as a board of equalization as prescribed by Section 872 of the Municipal Corporation Act, notice of such meeting having been duly published, and no property owners appear to protest the assessment at the time advertised or within an hour thereafter, may the board thereupon adjourn sine die?

Answer: Yes.

Question: Is an ordinance fixing the office hours of the city clerk subject to the referendum?

Answer: No, because the subject matter of such an ordinance is administrative in character rather than legislative, and it is only legislative acts of the council that are subject to the referendum.

SECRETARY'S PAGE

(Continued from Page 394)

the exhibitors have gone to considerable trouble and expense in the belief that their respective exhibits represent the last word in municipal machinery or supplies, as the case may be.

The charge imposed on the exhibitors for space contributes to the support of the League, and, for that reason if for no other, there is a moral obligation to give some recognition to their efforts. However, there is much to be learned from the various exhibits and it has been found that this feature of the convention is both interesting and instructive.

INTERSTATE HIGHWAYS LEAD IN CALIFORNIA TRAFFIC GAIN

Results of the regular semi-annual traffic check by the Division of Highways set forth in a report received by the California State Automobile Association disclose a gain on all routes, but particularly on interstate connections. The increase noted in traffic on the latter routes was 13.8 per cent on Sunday and 17 per cent on Monday, as compared with an average gain on all routes of 7.3 per cent on Sunday and 11.6 per cent on Monday.

Traffic on the Tahoe City-Nevada line route showed a gain of 53.7 and 115.4 on the two days the Sacramento-Oregon line, 34.2 and 45.5. Similar increases were noted on other interstate routes.

Influences such as construction work and local celebrations resulted in gains or losses on the many routes covered in the check, but the gain on the interstate connections provided definite evidence of the growth of tourist travel into California.

RECENT COURT DECISIONS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

Leasing Tide Lands.—On June 27, 1930, the Supreme Court of California handed down a decision concerning a lease of tide lands made by the City of Redondo Beach. The defendant was operating a wharf under a lease granted by the city.

The main objection made by the complainants was that the lease was not granted in accordance with the provisions of the franchise act of 1905 (Broughton Act), but the court held that statutes providing procedure for granting a franchise or privilege was not applicable to a lease of tide lands to an individual for a private wharf, saying further that it is obvious that the franchise act was intended to apply to franchises granted to a public utility. (People v. Monstad, 289 Pac. 847.)

Street Improvement Re-assessment.—On June 30, 1930, the Supreme Court of California handed down a decision in a case entitled "Brill v. City of Los Angeles," holding that the re-assessment provision of the street opening act of 1903 was not invalidated by reason of the fact that in the resolution of intention a general description of the land to be taken was not strictly accurate on account of an offset in the street. The court held that the defect did not invalidate the proceedings because of the fact that the resolution of intention also contained a specific and accurate description of the land to be taken. The case is reported in (289 Pac. 851).

Dedication of Streets.—On June 19, 1930, the California District Court of Appeals, in the case of Neill v. City of Glendale, held that a power of attorney authorizing owner's agent to execute and deliver deeds to lots shown on described map and do other things, in relation thereto contained sufficiently broad language to authorize dedication of streets and that the intention to dedicate was sufficiently clear. The map contained a statement that the highways shown thereon were dedicated to public use. In its order the board of supervisors accepted the dedication of streets, lanes, alleys, etc., but omitted to use the word "avenue," wherefore the plaintiffs contended that Lomita Avenue, one

of the principal thoroughfares shown on the map, had not been accepted by the board. The court held that the contention was without merit. (Neill v. City of Glendale, 289 Pac. 877.)

Purchase of Water.—On July 1, 1930, in the case of City of Bend v. Title & Trust Co. the Supreme Court of Oregon handed down a decision holding that the provisions of a deed superseded a precedent contract, and that rights conferred by the precedent contract were not merged in the subsequent deed.

On January 29, 1925, the city executed a written contract with defendant to purchase eleven second feet of water for \$15,000, contingent upon a bond issue being approved by the voters, and other waters being exchanged by the city and authority being secured from the legislature. The city attorney had advised against acceptance of the deed on the ground that other individuals had prior water rights in such quantities that those of the defendant were of doubtful merit, but unfortunately, this advice was disregarded.

A year later the city sued for recovery of the money, basing its action on the contract, but the court held that the city was restricted to the provisions of the deed, which contained no warranties. (City of Bend v. Title & Trust Co., 289 Pac. 194.)

Building Regulations v. Zoning Regulations.—On June 30, 1930, the District Court of Appeal of California in the case of Brougher et al., v. Board of Public Works of San Francisco handed down a decision affirming the right of municipal authorities to limit the height of buildings in certain parts of the city. Among other things the court held that building regulations and zoning regulations are not necessarily inconsistent and both may remain in force at the same time, and that the height of buildings may be limited as to the whole of the city or particular districts also that an ordinance restricting the height of buildings in a district, was reasonable, notwithstanding an adjacent district contained a large number of high

buildings. Finally the court held that the state zoning law was not applicable to San Francisco, saying "the board of supervisors of said city and county is given plenary power to legislate in all purely municipal matters."

Emergency Zoning Valid.—On July 21, 1930, in the case of Lima v. Woodruff, the District Court of Appeal of California handed down a decision holding that an emergency zone ordinance preserving status quo pending the adoption of a comprehensive zone ordinance was valid and should be adopted during the incubation period. The court said further that the procedure set forth in the Zoning Enabling Act of the state did not have to be followed by cities operating under a freeholders' charter, thereby departing from the decision rendered in (Berata v. Sayles, 82 Cal App. 324, 255 Pac. 538).

Door Opening on Sidewalk.—On July 20, 1930, in the case of Montgomery v. Nelson, the District Court of Appeal of California held that the door of an advertising case which, when open, extended over the sidewalk, was not a nuisance.

Defective Streets — Liability of City.—On June 24, 1930, in the case of Brooks v. City of Monterey, the District Court of Appeal of California handed down a decision superseding its opinion published in 283 Pac. 977, and reversing the judgment of the Superior Court on the ground that the court failed to answer a question propounded by one of the jurors.

Important Decisions

Two of the foregoing decisions (Brougher v. Board of Public Works, and Lima v. Woodruff) are interesting and important by reason of the fact that, for the first time, zoning is held to be a municipal affair, and chartered cities are exempt from following the general laws, reversing the decision rendered in the Petaluma Case (Berata v. Sayles). Another important decision is the one reversing the judgment heretofore rendered in the case of Brooks v. City of Monterey) a case involving municipal liability for accidents.

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

\$45,000 GRADE SCHOOL FOR McMINNVILLE, OREGON

A new \$45,000 grade school building was dedicated on September 15 by the city of McMinnville, Oregon. This marks the dedication of the second grade school building within the city during the last two years. Last year the \$50,000 Cook grade school building was completed, and dedicated.

SAN DIEGO TO IMPROVE HARBOR

San Diego harbor, gateway of the southland to the ports of the seven seas, and the Broadway pier, the city's front door through which passed during the last twelve months 73,720 ocean travelers, rapidly is assuming a perspective commensurate with the community's rating as one of the nation's leading seaports.

Three major projects, entailing an expenditure on the part of the federal government and the city of more than \$1,200,000 will be completed in 1931. These harbor improvements include:

Reconstruction of the Broadway pier at a cost of \$300,000, doubling its present capacity and making it one of the finest sea terminals in the United States.

Expenditure of \$756,00 in harbor dredging, including the deepening, realigning and widening of the bar, permitting at any stage of the tide passage of the giant aircraft carriers Saratoga and Lexington and the largest ocean liners.

Lengthening of the naval air station pier and deepening of the nearby channel.

The Broadway dock is being extended 200 feet making it a total of 100 feet in length. It will be 130 feet wide.

The upper part of the terminal will be glass enclosed and will be attractively decorated with potted flowers and plants. Special facilities will be provided for the comfort of friends and relatives of incoming or departing sea travelers and for the inspection of baggage.

SEATTLE, WASH., PLANS FOUR MILLION DOLLAR WATER IMPROVEMENTS

The council of Seattle, Wash., is considering plans for expanding the water works system at an estimated cost of \$4,000,000. The plans call for the construction of two 40,000-gallon reservoirs in West Seattle, a 66-inch steel pipe line into Seattle with a 48-inch tributary to the proposed reservoir, renovation of present 60-inch and 44-inch lines, immediate construction of the first of two 78-inch concrete conduits from the tunnel to Lake Youngs, a distance of two miles, and a number of other improvements.

PROGRESSIVE CITIZEN HELPS FIRE DEPT.

It was an uphill battle that the progressive citizens of Forest Grove, Oregon, waged before that city acquired an up-to-date rural fighting equipment. Twenty-five hundred dollars were needed. Contributions came in slowly. Then something happened. The premises of a prosperous farmer caught fire. He watched the effective work of the city fire department in extinguishing the blaze. He volunteered his services in behalf of the needed rural fire-fighting equipment. The \$2,500 were raised at the hands of 463 subscribers, with only five of those solicited having declined to give their support.—The Editor.

NEW FIRE HOUSE FOR LA HABRA, CALIF.

Plans for the new La Habra fire hall were approved by La Habra city council at a special meeting. The new building will be large enough to contain the old and new fire engines and to accommodate firemen who will sleep at the station. It will be of brick structure and will be located on the northeast corner of Main and Erma Streets.

TORRANCE, CALIFORNIA TO ACQUIRE WATER SYSTEM

Voters of Torrance, California passed the \$400,000 bond issue by a vote of eight to one, the money to be used to acquire new water bearing lands, wells, pumps, and other equipment, to carry on the distribution of water to the city.

ORGANIZE AIR POLICE FORCE IN LOS ANGELES

Los Angeles is now prepared to hunt its criminals on land, sea or air. Twelve aviators, many of them famous for Arctic, trans-Atlantic and transcontinental flights, have just been sworn in as members of the aviation division of the Police department.

The division was created to aid the department in capturing criminals accused of major crimes and to assist the department during possible disasters. The division will also act as an escort in greeting aerial notables.

Members of the Aviation Police Division include: Colonel Arthur Goebel, Lieutenant-Commander George Noville, Colonel Roscoe Turner, Lieutenant Rufus Pilcher, Lieutenant Paul Richter, Waldo Watterman, Lieutenant W. E. Thomas, Lieutenant Bud Campbell, Director of Municipal Airports R. B. Barnitz, Assistant Director Woodruff De Silva and Sergeant J. K. Caris of the police department.

The division will be furnished with police detective badges. Insignia of the police department will be placed on members' planes. Oil and gasoline and insignia for the airplanes will be paid for by the members of the department.

One of the commissioners of the police department pointed out that airplanes have already been used in police work here. A blackmailer was trailed by an airplane when an attempt was made to extort money from a prominent Los Angeles business man. His capture was made possible through signals to ground police. It was largely because of this incident that an air force was organized, it was said.

San Bernardino, California, Issues Pamphlets

San Bernardino, California, has issued pamphlets prepared by the Metropolitan Water District, explaining the aims of the district and enumerating the advantages to Southern California that will result with the construction of Boulder Dam and the aqueduct.

Monrovia, California, May Extend System

The City Engineer of Monrovia, California, has been authorized to start a study of the possibilities of extending the city water system to the foothill area of Gold Hill and Clover Leaf Canyon.

CITY BUYS WATER WORKS

Hoquiam, Wash.—Hoquiam residents will soon be drinking water from a municipally-owned plant according to W. H. Abel, chief counsel for the city in its fight to gain the domestic water system here controlled by the Oregon-Washington Water Service Company. The system will shortly be turned over to Hoquiam when the valuation set by Superior Judge Phillips after a prolonged condemnation suit, is paid over to the court and in turn turned over to the water service company.

The amount to be paid by the city is \$510,000, a figure in excess of what the city expected to pay at the time of starting condemnation proceedings, but below the valuation placed on the system by the water company.

SEATTLE'S BIG WHEELS

City of Seattle Light and Power System has let a contract for what it terms the "world's largest water wheels with their generators and transformers. The wheels have a continuous rating of ninety-one thousand horse power and a capacity up to ninety-five thousand horse power." It is for the Diablo plant.

Lower Tax Rate for Fresno, Calif.

The tax rate in the city of Fresno, California, will be reduced 13 cents on the dollar at a saving of \$65,000 to the taxpayers, as a result of a study of the Fresno City Commission.

SEATTLE MAY BY-PASS LAKE YOUNGS

The city council of Seattle, Washington, has passed an ordinance appropriating \$1,000,000 for new construction in the Cedar River watershed, although \$3,000,000 has been spent thus far on the Lake Youngs project.

Construction contemplated includes a 96-inch concrete lined tunnel three thousand feet long, a 96-inch concrete aqueduct 7,500 feet long and a 78-inch wood stave pipe line 50,000 feet long by which water would be taken out of Cedar River at the Landsburg intake and carried directly to the controlling works below Lake Youngs, where it would be emptied into mains leading to Seattle.

Some council members deny that the Lake Youngs project is to be abandoned and point out that the lake will continue to serve as a storage reservoir. It was stated that the new pipe line would avoid using stagnant water from the lake which is blamed for some of the unpleasant tastes in the water during the summer months.

SAN DIEGO TO IMPROVE SYSTEM

San Diego has voted to issue \$2,100,000 bonds for the acquisition and construction of a pipe line from lower Otay Reservoir to the University Heights Reservoir, and construction and enlargement of a dam and reservoir of increased capacity at Chollas Heights as well as the construction and enlargement of the spillway and dam at the Morena reservoir. The cost of all these improvements has been estimated at \$2,100,000.

At an election held back in July, it was voted to issue \$250,000 bonds for pumping plants, wells, pumping equipment and mains along San Diego River, for installation of additional filtration units at Lower Otay, Torrey Pines and University Heights filtration plants, and for other improvements.

Survey of Willamette River

Surveys of the Willamette River are being conducted in order to determine the extent of pollution of the river by sewage. Plans for the eventual disposal of the sewage so as to clean up the river are also being studied.

Seattle Plans Pipe Line Work

An early start will be made on the pipe laying program of Seattle, Washington, so as to alleviate the local unemployment problem. A sixty-six inch pipe line will be laid from Molasses Creek in the Cedar River watershed to the Leo Street standpipe on Beacon Hill. A forty-eight-inch pipe line will be placed from the Leo Street standpipe to a city owned tract. The two improvements will cost \$2,000,000.

PHOENIX, ARIZONA TO ACQUIRE AIRPORT

Acquisition of Phoenix Sky Harbor by the city for a municipal airport is being considered by the city commissioners following an offer to sell made by the Acme Investment Company, owners of the field. The field was formerly owned and operated by Scenic Airways and is completely equipped for both day and night flying. The commissioners asked the Phoenix Real Estate Board to appraise the field and also the present municipal field so that a fair price could be set.

New Reservoir to Serve Clyde, Calif.—A contract has been let by the California Water Service Corporation for the construction of a 1,500,000-gallon reservoir in Clyde, Calif., to serve the central Contra Costa county. A dam will also be erected.

Redwood City, Cal., May Form Water District.—A committee has been appointed in Redwood, Calif., to investigate the plan of forming a water district.

Carlsbad Airport

Following several meetings of the Oceanside and Carlsbad Chambers of Commerce, plans are being formulated for an emergency landing field about ten miles north of this city. Several sites have been investigated and the Department of Commerce officials have been asked to inspect a site on the Santa Margarita ranch, about ten miles north of the city, and pass upon its acceptability.

MUNICIPAL ASSOCIATIONS

SOUTHERN CALIFORNIA ASSOCIATION OF CITY CLERKS, AUDITORS, ASSESSORS, AND TREASURERS

South Gate, September 20, 1930

AT about 11:45 a. m., traffic began to become a little congested at the corner of Post Street and Victoria Avenue where South Gate's City Hall stands, and here and there city officials from the many cities of Southern California parked their cars and hurried over to the municipal offices where they registered with H. C. Peiffer, South Gate's City Clerk, obtained luncheon tickets, then chatted a little here and there. At 12:15 we all hid ourselves back to our cars and journeyed to the huge Firestone Tire Factory on the outskirts of the city.

A six-course luncheon was served at the Firestone Factory dining-room through arrangements made by Mr. Peiffer with the Firestone people, which was greatly enjoyed. During the meal delightful entertainment was furnished by Redel's Tiny Tots, a unique band of little children who played, sang and danced for our amusement. Another feature which was greatly enjoyed was a Fanchon-Marco Vaudeville act with Roy Gordon and his daughter Betty, in accordion and saxophone duets, and tap-dancing numbers.

At the close of the luncheon, H. C. Peiffer introduced the South Gate official family to the assembly. Mr. J. A. Meek, Superintendent of the Personnel Department of the Firestone Plant, together with Mr. H. D. Tompkins of the Firestone Company were next presented, and Mr. Tompkins gave us a brief history of the plant, stating that at the present time between 1,500 and 1,600 men are on their payroll.

Hon. H. R. Middlemass, new Mayor of South Gate, was next introduced by Mr. Peiffer and he gave a most sincere and convincing welcome to his city, and very proudly told us of the accomplishments and progress made by South Gate within the last few years as it has grown from obscurity to "the fastest growing city in the world" having made an increase of 3,000 per cent in the last ten years.

Glenn E. Chapman, City Clerk of Glendale, was called upon in response to Mayor Middlemass's greeting and he did so in a most able manner. (By the way, President Oliver Brison is getting into a habit of calling upon various members to make responses and I believe he is trying to make public speakers out of us as well as good city officials.)

President J. Oliver Brison, of Long Beach, next took over the management of the gavel and called upon the assembly to stand and make their presence known, and almost one hundred (to be exact 92) representatives from twenty-five cities of Southern California arose and disclosed their identity, and the city from whence they came. Each one had some boosting word for their own city as to outstanding features, and from the testimonials it was like a Chamber of Commerce meeting. One of the representatives from Long Beach commented that the outstanding feature about Long Beach is their City Clerk. Now that is cooperation

to the Nth degree—and every member of the Association agreed with the representative from Long Beach.

Announcement was made that the January meeting of the Association will be held in Burbank, and we are looking forward very much to a trip to that famous city. The arrangements for the November meeting have not been finally completed and notice of same will be given later.

George Wood, honorary member, chairman of the Program Committee and Song Leader, next led us in a few rousing songs dedicating the well-known "Wild Irish Nose" version of "Wild Irish Rose" to Victor McCarthy, the genial City Clerk of El Segundo, who misread his notice of the meeting, and took a side trip to Maywood instead of coming direct to South Gate, thus making his appearance at a fashionably late hour. Everyone was so glad to see Victor McCarthy and his wife that the mistake was quickly forgotten, and the secretary was instructed to hereafter send Mrs. McCarthy a notice too—and then they'll be sure to get it right.

George H. Allen

George H. Allen, editor of PACIFIC MUNICIPALITIES, was presented by President Brison, and he outlined in an interesting manner the principal events of the coming convention of the League of California Municipalities at Long Beach on October 6 to 10. He commented upon the growth of the League, and gave his opinion that this year's convention would be an outstanding achievement in the history of municipal organizations. The municipal exhibits are to be much finer and more varied this year, according to Mr. Allen, and arrangements have been made to handle the registration in a much more efficient manner than ever before.

Mr. Allen's presence at the meeting was greatly appreciated and he was requested to attend our meetings as often as possible.

Ivan A. Swartout

Ivan A. Swartout, president of the State Department of Clerks, Auditors, Assessors and Treasurers, told of the fine arrangements being made for our department at the convention, and stated that Roy Knox, director of the Bureau of Budget and Efficiency of City of Los Angeles, Ed Hopkins, County Assessor for Los Angeles County, Dean Edwin A. Cottrell of Stanford University, and Arthur Ellis, Legal Expert on Street Proceedings had been asked to give addresses during our sessions. From all appearances the program as set forth is full of matters which will greatly benefit all city officials.

Mr. Swartout asked for definite action on the propositions as submitted by him at the Redondo Beach meeting, regarding amendments to the Municipal Corporations Act affecting sixth class cities, having to do with an increase in the number of councilmen from five to seven members, a budget plan for cities and a proposed increase in the purchasing limit. The matter of a budget plan amendment

was discussed chiefly and finally City Assessor Spielman of Long Beach moved that the same be deferred for discussion until next month at the convention, which motion was seconded by City Clerk Mahood of Huntington Park and carried.

William J. Locke

William J. Locke, Secretary-Manager of the League of California Municipalities, was then presented by President Brison for the first address of the afternoon. Mr. Locke, in discussing the value of the League to its members stated that in his opinion one of the most important functions of the League is to look after legislation for the municipalities of the state. In response to a questionnaire which was sent out by the League office recently regarding legislation desired by the various municipalities, many cities have made requests which are more or less classified under the following headings: Limitations on special assessment plan for financing improvements, change in method of dividing tax which is received from gasoline sales, amendments to the recall law, race discrimination in the use of swimming pools, modification of municipal liability insurance law, budget system for cities of the sixth class, increase in number of councilmen to seven members with six years tenure of office, amendment requiring railway companies to pay 50 per cent, state 49 per cent and cities 1 per cent for construction of grade crossings, change in the hour of the meeting of the Board of Equalization for sixth class cities, changing title of Trustees to Councilmen in sixth class cities, and a statute definitely giving municipalities the right to send delegates to a convention of organized municipalities. Mr. Locke gave a very comprehensive explanation of each desired amendment, and pledged his support to a continued effort to bring about any legislation which will benefit the municipalities of the state, as in his opinion, municipal government is by far the most important of all branches of government, as between 80 and 85 per cent of the people live within the corporate limits of cities and towns.

Gordon Whittall

President Brison next introduced Gordon Whittall, President of the League of California Municipalities and the address made by Mr. Whittall will be long remembered by the Association. He stated that municipal government depends largely upon the functioning of the offices of Clerk, Auditor, Assessor and Treasurer, and that it is through these offices that public opinion of such government must be created, and he impressed upon the members that the four offices named and represented at the meeting are the most important and the most stable and necessarily the most permanent because of the professional requirements of the offices. Mr. Whittall told of his study into municipal government, and he stated that while he had found it to be a fascinating task, he had noticed a woeful lack of information on the part of officials in many cases, and a lack of understanding as to the true principles of good government. To illustrate his point, Mr. Whittall told of one of his visits to a small mountain town of the state, where he chanced upon a weekly council meeting in session, and in a most complete and detailed narrative,

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he described the events of that poorly conducted little meeting, which were humorous for a second, but tragic in the realization of its intense importance.

A cycle of types of government was discussed by Mr. Whittall, from the old federal type of government, the legislative type, the commission type and finally to the city manager form of government. Under the latter type of government, Mr. Whittall declared that in his opinion, the best service could be given, because officials are chosen for office who are unquestionably competent to perform the tasks imposed upon them and retained so long as that efficient service is rendered by them. He stressed the importance of each municipal official being completely informed as to his obligations to his city, and that every effort be made to increase efficiency, for unless the official of today makes that effort, his chance for retention in office is jeopardized. Mr. Whittall expressed a desire for the time to come when people will be drawn for public service who have trained consciously for public office and thus place the administration of government on a more or less professional basis.

Mr. Whittall's address was indeed inspirational and very informative, and the applause which greeted him was more than ample proof of the enthusiasm of his listeners.

Preceding adjournment, President Brison expressed the appreciation of the association to the City of South Gate for making such complete arrangements for the entertainment of the members, and everyone agreed that Mr. Peiffer, the Firestone Factory officials, and the City Council of South Gate were all splendid hosts, the proof being that we'll be very glad to go back to South Gate whenever they invite us again.

The Long Beach Convention was again announced and the meeting adjourned with everyone giving the parting word—"Good-bye, I'll see you at the convention next month"—and thus endeth another meeting.

Those who were in attendance at the South Gate meeting were as follows:

Anaheim: Chas. A. Boege, City Treasurer.

Burbank: F. S. Webster, City Clerk; Mrs. F. S. Webster, guest; Wm. E. Smith, City Treasurer; Mrs. Annie R. Smith, guest; W. H. Stroud, Councilman. Compton: R. B. Hedrick, City Treasurer.

El Segundo: Victor D. McCarthy, City Clerk; Mrs. Victor D. McCarthy, guest.

Fillmore: C. Arrasmith, City Clerk and Manager.

Fu'llerton: J. Chas. Johnson, City Treasurer; R. M. Robinson, guest; F. C. Hezmalhalch, City Clerk.

Glendale: Glenn E. Chapman, City Clerk; Jack C. Albers, City Engineer; Mrs. Jack Albers, guest.

Hermosa Beach: S. D. Samson, City Treasurer; Mrs. S. D. Samson, guest.

Huntington Park: W. H. Boss, City Treasurer; Mrs. W. H. Boss, guest; Mrs. W. P. Mahood, guest; W. P. Mahood, City Clerk; Agnes R. Platt, Deputy City Clerk.

Inglewood: Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding, guest; Helen L. Pursglove, Deputy City Clerk.

Long Beach: J. Oliver Brison, City Clerk; Mrs. Leoda Vo'lmur, Deputy City Clerk; John G. Spielman, City Assessor.

Lynwood: R. W. Anderson, City Clerk; Chas. C. Reed, City Treasurer;

Pearl C. Morris, Deputy City Clerk; Sylvia Mitts, Deputy City Treasurer; Alice M. Rutter, Mattoon Dept.—Realty Tax and Service Company—Los Angeles.

Montebello: L. D. Ashleigh, City Treasurer; J. P. Walker, City Clerk and Manager.

Monterey Park: Arthur W. Langley, City Clerk; Mrs. A. W. Langley, guest; John Langley, guest.

Pasadena: Frederick G. Stoehr, Assistant City Attorney; George H. Wood, Honorary Member.

Redondo Beach: Geo. H. Anderson, City Treasurer; C. C. Mangold, City Clerk; Mrs. C. C. Mangold, guest.

San Buenaventura (Ventura): Ruth E. Meilandt, City Clerk.

San Fernando: Ivan A. Swartout, City Clerk.

Santa Paula: M. G. Demarest, City Clerk; Mary A. Demarest, Deputy City Clerk.

South Gate: H. R. Middlemass, Mayor; H. C. Peiffer, City Clerk; H. R. Bonsor, City Engineer; Earl L. Fike, Chief of Police; E. R. Adams, Supt. of Transportation; David F. Glinet, Fire Chief; James W. Shope, City Treasurer; J. Thos. Webb, Accountant; Mrs. J. Thos. Webb, guest; H. Claire Peiffer, guest; Mrs. H. C. Peiffer, guest; H. E. Pomeroy,

Secretary of Chamber of Commerce; E. M. Schuller, President Chamber of Commerce; J. H. Woods, Building Superintendent; Ceylon L. Waide, Supt. Light Maintenance; Louis M. Rothkrantz, Supt. Water Dept.; A. D. Potet, Councilman; Mrs. A. D. Potet, guest; Mrs. H. R. Middlemass, guest; Clyde Woodworth, City Attorney; Roy C. Hodgson, Councilman; Sarah H. Hodgson, guest; Stanley Moffatt, City Judge.

Tujunga: Bertha A. Morgan, City Clerk.

Upland: R. G. Manley, City Service Manager.

Whittier: Guy N. Dixon, Deputy City Tax Collector; H. J. Korthauer, City Auditor.

Special Guests

J. A. Meek, Firestone Plant, Huntington Park; H. D. Tompkins, Firestone Plant, Huntington Park; Wm. J. Lorke, Secretary-Manager League of California Municipalities, San Francisco; Gordon Whittall, President, League of California Municipalities, Los Angeles; George H. Allen, Pacific Municipalities, San Francisco; Kenneth Allen, guest, San Francisco; Wm. B. Henley, U. S. C., Los Angeles, Calif.

RUTH E. MEILANDT,
Secretary-Treasurer.

MEETING OF LEAGUE OF MUNICIPALITIES OF THE SOUTH SAN JOAQUIN VALLEY

Clovis, California, September 8, 1930

The League of Municipalities of the South San Joaquin Valley met in regular session on the day above written, in the Lillie Frances Hotel, in the city of Clovis, at the hour of 6:30 p. m.

Dr. J. E. Pendergrass, Mayor of Clovis, presided at a delightful banquet served in the banquet room of the Lillie Frances Hotel and introduced those who provided the entertainment for the evening.

The musical program consisted of a piano solo by Mrs. Gross, who also acted as accompanist for the other performers. Little Bobby Gross sang "Little White Lies," a tap dance by Nona Kenneaster, a pianologue and a vocal selection by Kathleen McMurtry, a tambourine dance by Virginia McKay, two vocal duets by Nona and Melba Kenneaster and at the request of the chairman some of the performers rendered additional selections, including two very clever character impersonations by Virginia McKay.

Dr. Pendergrass then turned the meeting over to President R. A. Catlin, who proceeded with the regular business of the League.

A call of the roll disclosed representatives of the following cities: Clovis, 7; Coalinga, 2; Fowler, 3; Fresno, 8; Kingsburg, 8; and two guests from San Francisco. Mr. Allen and Mr. Bothwell of the League of California Municipalities. The minutes of the proceedings of the meeting held in Selma, June 3, 1930, were read and thereafter duly approved.

The report of the treasurer, Mayor John B. Gordon of Madera, was read, showing funds on hand July 1, 1930, \$182.70; dues collected for 1930, \$55; total of \$237.70; expended \$82.50; cash on hand, \$155.20; total of \$237.70. On motion of Mr. Trubing, seconded by Mr. Pendergrass, unanimously carried, the treasurer's report was approved and ordered placed on file.

The secretary presented a claim for \$10 salary and 75 cents for postage. On motion of Mr. Van Valkenburgh, seconded by Mr. Frame, regularly carried, said claim was allowed and the treasurer authorized to pay the same.

President Catlin then introduced Dr. D. F. Coyner, of the Fresno Milk Inspection Department, who gave a very interesting and instructive talk on the production and control of milk. He explained the various laws and regulations governing milk and milk products from the time the milk was produced until it reached the consumer.

Mr. William Glass, commissioner of finance of Fresno, gave a very comprehensive report of the recent controversy over gas rates in Fresno and other cities in the San Joaquin Valley and quoted figures to show that the gas company is charging consumers in Fresno over double the amount they are charging Bakersfield for natural gas. That the source of supply of natural gas is as close to Fresno as to Bakersfield and that the company is charging nearly the same price for natural gas as they formerly charged for manufactured gas, which cost them about four times as much to manufacture as they are paying for natural gas delivered to Fresno. He also objected to the proposed service charge being imposed upon consumers.

Mr. C. C. Van Valkenburgh, commissioner of public works of Fresno, also spoke on said matter and explained what is being done in other cities.

Mr. F. E. Butler, city attorney of Coalinga, explained conditions regarding the Coalinga gas plant and stated that the plant in former years has paid a considerable part of the expenses of the city government and explained a movement that is now on foot to put said plant out of business.

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on their

32nd Annual Convention


G. E. ARBOGAST
President and General Manager

Mr. J. S. Manley, mayor of Fowler, suggested that all of the cities in the Valley should cooperate to secure cheap gas and also to fight the service charge.

President Catlin made a short talk on Public Ownership of Utilities, particularly water, and stated that some of the leading economists of the world were in favor of public ownership.

On motion of Mr. Ball, seconded by Mr. Erickson, unanimously carried. IT IS RESOLVED that this League of Municipalities of the South San Joaquin Valley does hereby go on record as condemning service charges imposed by gas companies or other public utility corporations.

On motion of Mr. Schaffer, seconded by Mr. Glass, unanimously carried.

IT IS RESOLVED that the president of this League appoint a committee of three to study the gas situation in this Valley, consider ways and means of accomplishing the objects sought to be obtained in the discussions of this evening and to report their findings and recommendations at the next regular meeting.

The president appointed on said committee, Mr. J. S. Manley, mayor of Fowler; Mr. William Glass, finance commissioner of Fresno, and Mr. F. E. Butler, city attorney of Coalinga.

President Catlin called attention to the "miniature golf" craze that is sweeping the country and desired to know if the members wished to discuss said matter at this time.

It was decided not to discuss the matter as the hour was late and some of the members had long distances to travel.

Mayor Manley of Fowler invited the League to hold its next regular meeting in his city.

On motion of Mr. Glass, seconded by Mr. Wheeler, duly carried, the invitation of Mayor Manley was accepted and it was ordered that the next regular meeting of this League be held in the city of Fowler on the eighth day of December, 1930.

Mr. Allen, of the California League of Municipalities, reported on the state league.

On motion of Mr. Trabing, seconded by Mr. Ball, duly carried, a vote of thanks was given to Mayor Pendergrass and the officials of Clovis, to the ladies who served the banquet and to those who furnished the delightful musical program, for their assistance in making this evening a success.

President Catlin then introduced Mr. M. B. Bothwell, advertising and business manager of "Pacific Municipalities," the league magazine, who expressed his pleasure in attending this meeting, gave an interesting report on the preparations being made for the league convention which is to be held in Long Beach, October 6 to 10, 1930, and urged all city officials to attend.

A communication having been received by various cities from the mayor's conference regarding the establishment of a Public Utility Service Bureau by said conference, Mr. Allen was asked to speak on said matter and explain what was expected to be accomplished by the establishment of two similar bureaus, the League of Municipalities having arranged for the establishment of a similar bureau at the convention to be held next month.

Mr. Bothwell stated that he was not prepared to discuss said matter without the authority of the officials of the league but that Mayors' Conference of Central California covered only a portion of the state and the league covered the entire state and admitted that the work sought to be accomplished by said conference

would be a duplication of the work of the league.

Mr. Trabing, city attorney of Kingsburg, gave a short talk on the regulation of miniature golf courses.

There being no further business to come before this league, on motion of Mr. Manley, seconded by Mr. Foster, duly carried, this meeting was adjourned.

Respectfully submitted,

H. S. FOSTER,

Secretary.

37TH ANNUAL CONVENTION OF PACIFIC COAST ASSOCIATION OF FIRE CHIEFS

ONE of the outstanding events of the thirty-seventh annual convention of the Pacific Coast Association of Fire Chiefs, held at Oakland recently, was the meeting of the City Officials Group.

Mayor Herman Michel, of Santa Monica, was elected chairman of the Group of the Association, with Commissioner L. G. Wolfe of Piedmont, vice-chairman, and R. F. Price of Ontario, secretary.

Plans were made to increase the attendance of city officials at the next convention. It was pointed out that the information gained in these meetings with the fire chiefs is invaluable to the average city official, who is not fully informed as to the work the Association is doing to improve all fire departments.

How the department in one city successfully solved a problem, is valuable information to another city, according to Commissioner Wolfe, who took an active part in the discussions.

Commissioner Frank Colbourn of Oakland presided at the meeting. In addition to Mayor Michel, Commissioners Wolfe and Colbourn and R. F. Price of Ontario, those in attendance were: E. P. Wilsey, City Manager of San Mateo; Mayor J. F. Dennis of Torrance; H. E. Albro of Ventura, O. S. Coppock of Whittier, T. E. Jones, president of the Ventura Avenue Improvement Association; W. E. Davis, Almaden Fire District; Mr. Lum, Chief Morris of San Mateo, and Jay W. Stevens, secretary of the Pacific Coast Association of Fire Chiefs.

The Oakland civic auditorium was the scene of the convention. Approximately

800 delegates were in attendance. Fire chiefs and their wives, and other department officials from Western Canada, Honolulu, Colorado, Wyoming, Washington, Oregon and other parts of the country were present.

An extensive program of educational lectures, meetings of the various fire chiefs' clubs, trips about the bay region, and a grand banquet and ball were the features of the convention.

Among those who addressed the convention were Chief Ralph J. Scott of the Los Angeles Fire Department, who is also chief of the International Association of Fire Chiefs; Jay W. Stevens, California State Fire Marshal and secretary of the Association; faculty members of the Los Angeles Fire College, representatives from the San Francisco department, and chiefs and their aids from other cities on the Pacific Coast and territories under the jurisdiction of the Association.

All phases of fire department work were discussed. The lectures given by the instructors of the Fire College were highly technical. A complete "college course" was outlined. "Talkies" were made use of for the illustration of the progress of salvage work in fire departments, and attention was called to the value of this medium for the dissemination of knowledge regarding the fire service and fire hazards.

Resolutions were passed calling for legislative action in ridding the various states, provinces and territories within the jurisdiction of the Pacific Coast Association of the hazards caused by fireworks, and the use of tents and other flimsy structures for assembly places.

By a vote of 57 to 50 Honolulu was chosen as the 1931 convention city. Coronado, California, was the other city given consideration.

Officers elected for the ensuing year are: Chief Charles Swanson of Everett, Washington, president; Chief W. J. Mohr, Santa Monica, first vice-president; Chief Edward Grenfell of Portland, Oregon, second vice-president; Chief Joe Wood of Renton, Washington, re-elected treasurer; Jay W. Stevens, who was unanimously re-elected secretary, and former Chief James F. McDill of San Francisco, assistant secretary.

Municipal Organizations

Joint Meeting of the Mayors' Conference of Central California and the City Attorneys' Association of Northern California

Santa Cruz, Friday and Saturday, September 19 and 20

The Mayors' Conference of Central California and the City Attorneys' Association of Central California met in a two-day joint session at Santa Cruz September 19 and 20.

The meeting was called to order by Mayor Christensen of Palo Alto, acting chairman of the sessions, at the Hotel St. George Mission Inn at 2 o'clock, Friday afternoon. Mayor Fred W. Swanton of Santa Cruz welcomed the visiting city officials and extended them the courtesies of the city.

Following the report of the secretary, which was approved, the conference took up the question of establishing a public utility service bureau. Preston Higgins, city attorney of Oakland discussed the problem of public utility regulation, showing the need for some type of mutual or-

ganization among cities to compete with the experience and unlimited finances of the public service corporations in rate cases before the Railroad Commission. After considerable discussion the members present adopted unanimously the plan of a public utility service bureau as proposed by the mayor-city attorney committee. The purpose and plan of organization is described as follows:

To make inquiry into the rates charged for street lighting and if found unreasonable to institute proceedings for relief; to secure a determination as to the proper rates for gas; to collect data in anticipation of the amalgamation of the electric companies of Northern California.

On request, to investigate the rates charged to municipalities for electric current for redistribution; to appear in telephone rate controversies; on request

CUTTING SCHOOL COSTS

(Continued From Page 423)

pared to go all the way and say that one single board in each county to govern all rural districts would not be too extreme. This latter plan has its opponents however, as in fact the former has also.

If wandering from the subject be permitted for a moment, it may be pardonable to point out that there are numerous ways in which this principle of cutting down on unnecessary effort in small political subdivisions can be effected to advantage. Chief among these is the necessity for placing all road districts in each county under one responsible head. If the present commission studying home rule for counties can make this easy under the law without the formality of a charter they will have justified most any effort and expense. Along with this of course should go the election of supervisors at large, or the effectiveness of the plan would be automatically nullified.

But to get back to the schools. The time has passed when the taxpayer feels it high treason to criticize school expenditures. He has voted bonds in flush times and built build-

ings that must be paid for and he is demanding less operating costs as a means of keeping down taxes. Teachers continue to migrate from the east and especially from the middle west and many of them have been accustomed to lower salaries than are paid in California. We should see the handwriting on the wall and do everything to make our whole educational system cost as little as is consistent with good standards, lest those very standards be undermined at the source by a popular demand for cheaper personnel. And if any one doubts that this may happen let him first take stock of the surplus of teachers now in this state, and then travel about the rural agricultural communities and see how determined are the people to lower or at least prevent increases in taxes. And while we are dealing here with the rural schools, does it not also follow that the city systems are confronted with the same problem? There is no doubt a rather high degree of efficiency already attained in purchasing for city schools but the challenge is to both business and educational executives to carry on without increase and if possible decrease the operating costs.

LEVI G. HERR, CITY
MANAGER OF MONTEBELLO,
PASSES

Death brought to a close on September 12, a career of unselfish civic service when Levi G. Herr, city manager of Montebello, California, passed away at his home, 205 South Spruce Street. For more than three months Mr. Herr had been in failing health but after spending a month of relaxation at his home he then returned to his office, seemingly much improved. About ten days ago he suffered a relapse from which he never recovered—but at no time during the last three months did he neglect the work of the city—he kept constantly in touch with the routine and directed all its activities.



Centralized purchasing by the schools of Fresno County, California, has reduced the supply bill by 45 per cent since 1927, the last year that the old, decentralized method of purchasing was in effect, declared a recent issue of the *Tax Digest*, publication of the California Taxpayers' Association. The following table gives these price reductions in detail:

School Supplies	Average Prices for 1927	Average Price Paid 3 Years Centralized Purchasing	Per Cent Saved by Centralized Purchasing
Crayola No. 8	\$.0705	\$.0519	26.38%
Refills	.186	.0748	59.78
Drawing Paper	1.610	.6662	58.62
Drawing Paper, Manila	1.202	.4868	59.50
Scissors	3.160	2.2643	28.34
Chalk, Dustless	.697	.3846	44.82
Chalk, Enamel	.500	.2555	48.90
Erasers	2.086	1.4290	31.49
Flags, Bunting, 5x8 ft.	6.118	2.7363	55.27
Filler Paper	.961	.4397	54.24
Scratch Paper, Bundles	3.213	1.5953	50.34
Scratch Paper, Reams, 3 1/2-inch rule	.291	.1257	56.80
Spelling Blanks	.800	.4052	49.35
Blotters	.524	.1949	62.80
Pencils, Beginners'	.506	.3752	25.85
Pencils, Medium	.409	.3120	23.71
Pencils, Best	.331	.1840	44.41
Drawing Pencils	.429	.2987	30.37
Pen Holders	.395	.1870	52.65
Pen Holders, Zaner	.750	.3293	56.09
Pencil Sharpeners, No. 1	1.900	.9836	48.23
Pencil Sharpeners, No. 2	1.273	1.2387	2.69
Thermometers	1.100	.4421	59.81
Pen Points	.913	.5140	43.70
Liquid Soap	1.187	.4234	64.33
Floor Oil	.566	.2462	56.50
Brushes, Medium	5.530	3.3286	39.81
Paper Towels, Junior	10.216	5.1813	49.28
Paper Towels, Senior	12.500	5.7883	53.69
Toilet Paper	10.916	7.7456	29.04
General Average			45.56

Mr. Herr, who was 50 years of age, was born in Lancaster County, Pennsylvania. He came to California in 1915, establishing his home in Montebello in 1916. When Montebello was still a part of the city of Monterey Park, Herr was made City Marshal. After Montebello's incorporation in 1920 he retained that position until 1923 when he was appointed City Clerk. He was elected to the office of city clerk for two consecutive terms.

In June of 1928 he was asked by the Council to temporarily act as city manager. At the close of the first year under the city management form of government the statement covering the activities of the city showed that each department did more work than was outlined at the beginning of the year at a lower cost than was allotted in the budget. This record made the city management form of government a permanent institution and he was unanimously appointed city manager.

to aid municipalities to frame a schedule of rates for their utility service; on request to investigate into matters of franchise taxes due to municipalities or counties; to give attention to matters of legislation respecting public utility and such other services as it may be deemed proper.

It was recommended that a director of recognized ability and a public utility expert have immediate charge of operations. Other officers would be a secretary and stenographer. Electrical and hydraulic engineers would be employed on a retainer basis.

The estimated cost of maintaining such a bureau was estimated to be \$10,000 annually. The funds would be derived as follows: for cities over 100,000 population, \$2,500; from 75,000 to 100,000, \$750; from 40,000 to 75,000, \$500; from 10,000 to 40,000, \$250; from 5,000 to 10,000, \$150; from 3,000 to 5,000, \$100; and under 5,000, \$50.

Following this resolution the meeting was adjourned until the dinner at 6:30 p. m. At the dinner served in the dining room of the St. George Mission Hotel there was a round table discussion of the split of the gas tax between cities and counties.

The session convened the following morning at the Hotel Palomar at 9 o'clock. A discussion of the administration of street laws was undertaken under the direction of H. A. Mason. Questions involving graft in connection with street work, excessive costs of construction, liabilities of cities for delinquent assessments, and the confiscation of private property because of non-payment of taxes for improvement beyond the value of the property, were all discussed.

Liabilities of municipalities for torts was presented in an address by Leon T. Daniel, City of Palo Alto, followed by group discussion. Following this the

meeting was adjourned until the luncheon furnished by the Santa Cruz Chamber of Commerce to the visiting delegates.

At the conclusion of the luncheon the conference was taken on a tour of the City of Santa Cruz: visiting the municipal water works, sewage plant, the Cliff Drive, and other interesting sights.

Those present at the meeting are as follows: Herbert Heron, Carmel; R. N. Wolfe, city attorney, Pittsburg; R. M. Dorton, city manager, Monterey; L. F. Sinsheimer, mayor, San Luis Obispo; John H. Leonard, city attorney, Santa Cruz; A. J. Carlson, city attorney, Modesto; W. J. Hudson, mayor, Monterey; W. S. Ownsby, accountant, city attorney's office, San Francisco; N. E. Malcolm, city attorney, Palo Alto; Dion Holm, chief deputy city attorney, San Francisco; E. Dame, city manager, Pacific Grove; J. P. Pryor, mayor, Pacific Grove; M. M. Swisher, city clerk, Watsonville; L. J. Hardie, city attorney, Albany; C. H. Baker, mayor, Watsonville; J. W. De Cou, mayor, San Leandro; Max Kohner, mayor, Santa Clara; J. Hageman, councilman, Willow Glen; P. F. Clark, mayor, Willow Glen; G. S. Allen, Pacific Municipalities; O. R. Allen, Pacific Municipalities; Claude Rowe, city attorney, Fresno; Z. S. Laymel, mayor, Fresno; F. W. Swanton, mayor, Santa Cruz; R. E. Lochman, city attorney, Napa; C. H. Christensen, mayor, Palo Alto; Preston Higgins, city attorney, Oakland; J. C. Guyer, city commissioner, Santa Cruz; M. Leonard Goodwin, city attorney, Orland; Noel Patterson, city commissioner, Santa Cruz; S. A. Evans, city clerk, Santa Cruz; C. B. Goodwin, city manager, San Jose; W. F. Brebach, president, San Jose City Council; N. E. Writeman, city attorney, Sunnyvale; H. L. Wilson, mayor, Larkspur.

ANNOUNCEMENTS

SCHEDULE 1930 DISTRICT CONFERENCES NATIONAL RECREATION ASSOCIATION

Southern California District: Glendale, California, Saturday, October 25. O. J. Renfrew, Superintendent Parks and Recreation, Glendale, chairman local committee.

Northern California District: Alameda, California, Saturday, November 1. E. J. Probst, Superintendent of Recreation, Alameda, chairman local committee.

Pacific Northwest District: Tacoma, Washington, Saturday, November 8. Walter Hansen, Superintendent of Recreation, Tacoma, chairman local committee.

Attendance at the conference is made up of the increasing number of lay and professional recreation workers in our western cities. This year's meetings will give opportunity for informal discussion of local problems and reports of the National Recreation Congress to be held at Atlantic City October 6-11.

Programs giving details of each of the separate meetings will be mailed later.

CALENDAR OF MEETINGS OF THE PLUMBING INSPECTORS ASSOCIATION OF CALIFORNIA

State Convention Will Be Held in Fresno December 5th, 6th and 7th, 1930.

Make arrangements to attend this meeting.

1. Reports of officers.
2. Reports of committees.
3. Presentation of papers.
4. Report on uniform minimum cost.
5. Election of officers.

Northern Division Meeting

Next regular meeting of the Northern Division will be held in Oakland, Saturday, October 18, 1930.

Remember: STATE CONVENTION.

Southern Division Meeting

Regular monthly meetings are held in the Los Angeles City Hall on third Saturday evening (8 p. m.) of each month.

September 20, 1930.

October 18, 1930.

November 15, 1930.

Remember: STATE CONVENTION.

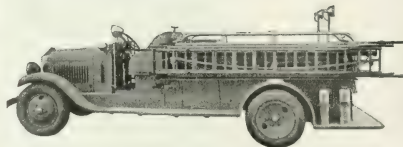
NINTH ANNUAL PAVING CONFERENCE OF ASPHALT INSTITUTE AND ASSOCIATION OF ASPHALT PAVING TECHNOLOGISTS

The ninth annual Asphalt Paving Conference of the Asphalt Institute and the Association of Asphalt Paving Technologists will be held in Memphis, Tenn., December 1 to 5, 1930, with headquarters at the Hotel Peabody. Salvaging of old macadam and gravel roads and the building of farm to market roads as a measure of farm relief, as an aid to unemployment, as a means of increasing the amount of freight handled by the railroads of the country, and as affording relief for traffic congestion on main highways, will be the keynote of the conference. Plans for the conference are under the direction of J. E. Pennybacker, managing director, Asphalt Institute and C. A. Mullen, secretary, Association of Asphalt Paving Technologists.

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VANCOUVER CITY PLAN

(Continued from Page 425)

development of a city, so that errors may be corrected before it becomes too costly, or in some cases, prohibitive. Point Grey Municipality provides an excellent illustration. Under their major street plan they will widen forty-nine miles of frontage and the estimated cost at the present time, mainly for damage to flanking properties, amounts to the very small sum of \$6,000.

In old Vancouver's major street plan there are eighty-three miles of frontage on major streets that do not require widening. There are eight miles of new streets to be constructed and fifty-one miles of frontage to be widened. Of this latter, twenty-one miles has 27 per cent developed commercially and the remaining thirty miles has but 3.2 per cent developed. One can readily understand the great saving that will be made by undertaking the work now instead of ten years hence, particularly with respect to the fixing of set-back building lines and the acquiring of undeveloped property, where it is necessary to improve the alignment of the streets. This saving will go a long way towards the cost of purchasing property for parks and playgrounds and for the general beautification of the city.

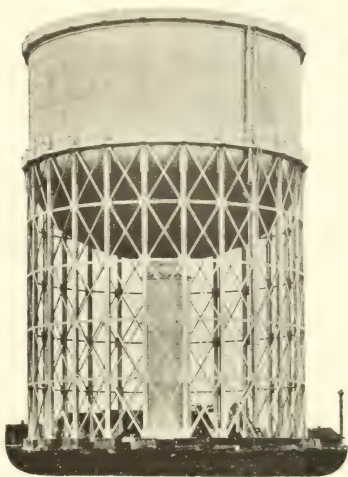
South Vancouver

The town planning system for Vancouver has now been extended to include South Vancouver, that territorial area having been taken in by the new council for the greater city when it assumed office in 1929. Messrs. Harland, Bartholomew and associates were again retained as town-planning consultants, and South Vancouver was accorded the same standard of treatment as Vancouver and Point Grey. The zoning by-laws of the three former municipalities were consolidated and a by-law applicable to the greater city was passed on June 6 of this year. As a result of this consolidation, the major streets of the greater city now amount to 225 miles. Of this, 105 miles will not require widening; 101 miles will require widening, and nineteen miles will consist of new connections.

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Southern California Association of City Clerks, Auditors, Assessors, and Treasurers

By RUTH E. MEILANDT, *Secretary-Treasurer*

THE Southern California Association of Clerks, Auditors, Assessors and Treasurers is in its third year of existence. The organization, which was conceived by A. J. Van Wie, then City Clerk of the city of Glendale, and Victor D. McCarthy, City Clerk of El Segundo, had its start in Glendale on March 17, 1928. There were just about twenty to thirty city officials who attended that first meeting but as time has gone on the interest in the association has increased until it is not uncommon to have an attendance of more than one hundred fifty members.

The organization was founded to stimulate interest in a study of our official duties, through bi-monthly meetings and enlarged acquaintance, and to promote better service, efficiency and cooperation in our several activities.

City Clerks, Auditors, Assessors and Treasurers and their deputies representing all cities in good standing as members of the League of California Municipalities are eligible to active membership. The above-named officers representing cities that may not be members in good standing in the League are eligible to become associate members, and any regularly elected or appointed city or county official, not otherwise specifically named is eligible to honorary membership.

The expenses of the organization are small, consisting chiefly of postage and supplies for the preparing and mailing of notices of meetings. A schedule of dues has been adopted which raises enough finances to take care of our operating expenses in good order, and as the amount of dues required does not strain the various city treasuries to any considerable degree, we find that they are paid promptly and willingly by participating cities. Our schedule of dues is outlined as follows:

For cities under 10,000 population, \$1.00 per annum.

For cities of 10,000 to 30,000, \$2.00 per annum.

For cities of 30,000 to 60,000, \$3.00 per annum.

For cities over 60,000, \$5.00 per annum.

The Association is particularly honored by having as its President, J. Oliver Brison, City Clerk of Long Beach. President Brison is a very

genial presiding officer and to him goes much of the credit for the progress of the organization. Victor D. McCarthy, City Clerk of El Segundo, upholds the post of Vice-President, and Ruth E. Meilandt, City Clerk of Ventura, is serving as Secretary-Treasurer.

The programs of the sessions, under the guidance of George H. Wood, of Pasadena, who is program chairman, have always been well planned and have proved of benefit to all who have given the time to take advantage of them.

The Southern California Association of City Clerks, Auditors, Assessors and Treasurers, is very loyal to the League of California Municipalities and always endeavors to have a representative of that organization present at our meetings. We find that through the Association, an even keener appreciation of the efforts and accomplishments of the League is had. This may be attributed to the fact that the contact between officials through these regular bi-monthly meetings becomes much closer and affords a better opportunity to realize and become aware of the benefits and possibilities of the League of California Municipalities.

We are proud of our organization and its success, and have great faith that the future will reveal unlimited progress. Its members are becoming known as a group of city officials who work together, with the interests of better government at heart, and this coordination of effort is reaping a great benefit to Southern California and to the League of California Municipalities.

As has been said by the poet, "It ain't the individual, nor the army as a whole—but the everlastin' teamwork of every bloomin' soul."



CITY MANAGERS

(Continued from Page 422)

Fisk, Assistant City Engineer, Berkeley, Calif.

George Garrett, City Manager, Astoria, Ore.; Mrs. Garrett; A. B. Gidley, City Manager, Compton, Calif.; C. B. Goodwin, City Manager, San Jose, Calif.

C. A. Harrell, City Manager, Portsmouth, Ohio; Mrs. Harrell; Charles E. Hewes, former City Manager, Santa Monica, Calif.; Clifton E. Hickok, City Manager, Alameda, Calif.; Mrs. Carrie L. Hoyt, Councilman, Berkeley; Harry H. Hume, City Manager, Chico, Calif.; W. P. Hunter, City Manager, Roanoke, Virginia; Cletus Howell, Chief of Police, Coronado, Calif.

Edwin A. Ingham, City Manager, Coronado, Calif.

Adam R. Johnson, City Manager, Austin, Tex.; Mrs. Johnson; H. Jamison, Assistant City Manager, Berkeley.

Herman Kehrli, Executive Secretary, City Club, Portland, Ore.; D. P. Kimball, City Commissioner, Phoenix, Ariz.; C. Kainer and Mrs. Kainer, Pasadena.

F. M. Lockwood, Manager of Operations, San Diego; C. C. Ludwig, City Manager, Albert Lea, Minn.; William J. Locke, Secretary-Manager League of California Municipalities, San Francisco; Mrs. E. Lossing, member Police Department, Berkeley.

O. B. Marston, City Commissioner, Phoenix, Ariz.; Samuel C. May, Professor of Political Science, University of California; C. S. McDowell, Captain United States Navy, San Francisco; James A. McVittie, City Manager, Richmond, Calif.; Miss V. I. Milner, City Manager, Kinsley, Kans.; Agnes C. Moody, member of City Council, Berkeley; E. L. Mosley, City Manager, Colorado Springs, Colo.; Mrs. Mosley; H. F. Mullett, editorial department *Oakland Tribune*, Oakland; William B. Munro, Professor Political Science, Pasadena; E. D. Melcher, Assistant City Manager, Pasadena; A. H. Mowbray, Department of Economics, University of California.

J. C. Nowell, City Manager, Hillsborough, Calif.; Hume K. Nowland, City Manager, Hinton, W. Va.; Mrs. Nowlan; William H. Nanry, Director of San Francisco Bureau of Government Research.

William E. O'Brien, City Manager, Kenosha, Wis.; Emery Olson, Coordination Officer, Los Angeles; George T. Oliver, City Manager, Pittsburg, Calif.; M. M. O'Shaughnessy, City Engineer, San Francisco.

B. J. Pardee, City Manager, Visalia, Calif.; Fred W. Pease, City Manager, Porterville, Calif.; Professor J. M. Pfiffner, University of Southern California, Los Angeles; Mrs. Lee H. Powell, Tyler, Tex.; Lee H. Powell, City Manager, Tyler, Tex.; J. W. Price, City Manager, Anaheim, Calif.; W. S. Patterson, City Manager, Burbank, Calif.; Mrs. Patterson.

C. G. Reiter, City Manager, Bend, Ore.; Claud Renshaw, City Manager, Miami Beach, Fla.; Mrs. Renshaw; Clarence E.

(Turn to Page 450)

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Book Reviews and Publications

Handbook of American Prisons and Reformatories. Published by National Society of Penal Information, Inc., New York City.

This book makes available for the first time information on the essential features of all penal institutions of the federal government (Civil, military and naval) and the prisons and adult reformatories of the forty-eight states. Its aim is not only to inform the citizens of each state about their own institutions but also to furnish federal, state and city officials a basis for comparison with other institutions.

In the introduction may be found a general discussion of types of institutions and groups reported on for the first time and some important aspects of the prison situation common to many institutions, such as idleness, overcrowding, industries, food conditions, etc. The second section of the publication takes up in detail the different federal prisons, describing and discussing them in detail. State institutions is the subject discussed in the third section and here is found useful and detailed information of each state prison. On each prison the following subjects are discussed: The ground and plant, administration, prisoners, discipline, punishments, health, psychological work, commissary, baths, recreation, industries, education, religion, followed by a critical discussion of the system as a whole.

In the appendices are found the following: (1) a prison directory, (2) population of prisons and reformatories 1910 to 1929, (3) capital punishment, and (4) a bibliography.

Water Supply and Utilization, by Donald M. Baker, Consulting Engineer, member Am. Soc. C. E., and Harold Conkling, Deputy State Engineer of California, member Am. Soc. C. E. Published by John Wiley & Sons, Inc., New York City, 1930. 495 pages. Price \$6.00.

In this volume for the first time is presented a complete study and discussion of hydrology from the viewpoint of the arid section of the United States together with an outline of water law and its administration as it has developed in the arid states. The volume is the result of the combined experience of forty years experience throughout the West and should be of value to en-

gineers, attorneys, bankers and public officials in the Western states where water supply and utilization are paramount problems.

In the volume is included a discussion of the climatic differences between the East and West and a history of water supply and irrigation throughout the world. The whole field of water supply and utilization is covered, including chapters on climatology, precipitation, evaporation, transpiration, stream-flow and runoff, water rights in surface streams, determination of available water supply, groundwater hydrology, groundwater in alluvial deposits, water rights in underground water, purposes for which water is utilized, conflict and correlation between uses of water, administration of streams, valuation of water rights, and quality of water.

One of the most valuable sections of the volume is that devoted to water law as it has been evolved to suit conditions in Western United States and to the administrative machinery which has been set up by these states.

Public Finance, by Harvey Leist Lutz, Ph. D., Professor of Economics in Princeton University. Published by D. Appleton & Co., New York.

This book bridges the gap between every day experience of tax-paying and knowledge of the principles that govern proper procedure in the important activities of government related to the collection and disbursement of public funds. It forms a complete and systematic study of subject of public finance, taking up in turn, in its various parts, public expenditures, public revenues except taxation, taxation, public credit, and financial administration and legislation.

A number of outstanding features distinguish the volume. It contains an unusual amount of factual material, in the form of tables and other statistical data, as well as in the range of subjects covered. In addition it gives close attention to the underlying principles and to critical analysis of the theories and results. The treatment of the principles of taxation and the forms now in use, is clear and full. A comprehensive survey is given of the financial results of publically owned industries. The trend and present status of public expenditures are shown by tabular analysis,

for federal, state and local government. The economic effects of public expenditure are analyzed in detail. The important topic of custody and security for public funds is included under financial administration. The section on public credit is an especially strong contribution to the subject.

Recommended to all public officials and students of government.

MUNICIPAL REPORTS AND PUBLICATIONS OF INTEREST TO PUBLIC OFFICIALS

Shell Colas Handbook.—A thirty-two page pamphlet describing uses of colas.

The Trend of Paving.—Published by the Asphalt Institute, twenty pages. A survey of street paving compiled from figures officially reported by the city engineers in the principal American cities.

Fire Prevention Exhibits.—Published by National Fire Protection Association. Sixteen-page pamphlet containing photographs and descriptions of successful state and county fair exhibits, window displays, and other exhibits used to dramatize fire prevention. Price ten cents.

Municipal Organization for Street Traffic Control by Miller McClintock and Sidney J. Williams. Published by Municipal Administration Service, 261 Broadway, N. Y. C. A. Twenty-eight page pamphlet summarizing and discussing the recent developments in municipal organization for devising and enforcing traffic rules and regulations.

Model Election Administration System.—Published by National Municipal League, 261 Broadway, N. Y. C. Forty-three pages. Discussion of need for election reform; specifications for a model election system; explanation of the general changes in election laws, including time and frequency of elections, nominations, and the short ballot; and a description of a model election administration code.

Arc Welding in Industry. General Electric Company. 40 pages, profusely illustrated.

Turbines for Waterworks. General Electric Company. 12 pages, profusely illustrated with insert plan of Turbine, Gear and Pump for waterworks.

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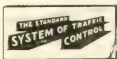


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CITY MANAGERS

(Continued from Page 447)

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Winston R. Updegraff, editor *Western City*, Los Angeles.

A. Vollmer, Chief of Police, Berkeley; R. Vandegrift, Secretary California Taxpayers' Association, Los Angeles.

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Memories of Forest Fires

By ARTHUR W. O'ROURKE

Attorney-at-Law, Oakland, California

"Sure Shot" Friday, he of the Rooseveltian teeth and formerly of the plains and woodlands of Montana and Idaho has had experience of the terrors of a great forest fire. He was there!

K. C. Friday, who is now practicing law in Los Angeles and Hollywood, has vivid memories of his early days in Montana, when he served with distinction in the ancient and unbroken war against man's deadly enemy—the forest fire.

Friday claims the honor of having been among the first to circulate the petition of his kindly friend, Justice Charles H. Cooper, sire of the invincible Gary of the screen, when the former justice was a candidate for the Supreme Court of the State of Montana. He has continued his career of public service to the present day, and, while delightful entertainment is the role of his old friend's son, his own adventures have been almost as thrilling as those enacted by the younger Cooper.

The writer has known Friday since 1910 and, meeting him quite by accident one day in July, 1930—twenty years after his forest fire fighting days—it occurred to him that the experiences of those days would be of interest to those who periodically are faced by this grave menace. Such a terrible tragedy as the great forest fire of 1919 should never occur again. "Forests can be saved from fire," said Collier's Weekly, issue of October 8, 1910, but we all know with equal emphasis that forests must be saved from fire.

What the United States Government has learned in many years of fire fighting, we must all make up our minds to learn. "An ounce of prevention is worth a pound of cure."

Mr. Friday could tell us all, given the opportunity, how, in 1919, he closed his law office in Missoula, Montana, and took charge of Camp No. 6, above and beyond all other camps on the fighting line. The battle was to save the watershed, the source of the city's water supply. The hardships suffered by him and by his men may be realized when

you consider that water, food and supplies had to be carried on horses to the seven thousand foot level. This was "elevation" "on the level."

He could tell us how, I think in 1918, when riding a tender on the Great Northern Railway engine from Summit he discovered a fire near Java, Montana. At Java there was not even a store for groceries at that time but horses and men were dispatched to the danger point and, under the command of Friday and a Mr. Flint disposed of that menace in record time! Several other fires, caused by lightning striking the trees, flared up. Trees hit burn rapidly, especially if loaded with pitch and dry pine needles. Friday and his alert helpers would spot these flares and there would be five to seven men on the job before they could get under way. The fires would be extinguished with shovels full of dirt, provided they could be reached within a few hours of their ignition by lightning.

Perhaps five years are not such a long time to distinguish one's self in fighting the flames, but it is worth while to be commemorated, as was Friday in the Daily Missoulian of August 25, 1910, in these words: "Dick Friday is the right type of forest ranger; he fought with his men and for his men he saved them and they do right to idolize him."

Individual heroism is not enough. Every citizen must realize, must learn to help and must remember never to smoke within the national forests and to be just as careful wherever inflammable material is in evidence.

Briefly, in concluding, remember this. In July, 1930, the San Francisco Call-Bulletin announced: Tahoe forest road closed till fall. This, in small type, but we must emblazon on our minds all the year round the thought of precaution when we are in forest country. "Until the rains fall," said the news item in the paper. "Until precaution becomes second nature," should be said by all of us, for the sake of our great western states.

LOS ANGELES INSTALLS TELETYPE TO OWENS VALLEY

Marked increase in the telegraphic facilities between Los Angeles and Owens Valley has resulted from the installation by the Los Angeles Department of Water and Power of page teletype machines in the Los Angeles office and in Independence. This equipment in the radio-telegraph offices renders more efficient and speedy the service from here to the valley and back.

The teletype machines, which are sometimes called printing telegraph machines operate like an ordinary typewriter. The messages are typewritten on the sending machine and at the same time transmitted over one of the Owens Valley telephone lines to the receiving machine, which reproduces the message on a page automatically, instantly, and accurately in typewritten form.

MY DEBT TO MY CITY

"My city owes me nothing. If accounts were balanced at this date, I would be the debtor. Haven't I, all these years, lived within the limits of the city and shared all its benefits? Haven't I had the benefit of its schools and churches? Haven't I had the use of its library, park, and public places? Haven't I had the protection of its fire, police, and health department? Haven't its people, during all this time, been gathering for me, from the four corners of the earth, food for my table, clothing for my body, and material for my home?"

"Hasn't this city furnished the patronage by which I have succeeded in my business? Hasn't it furnished the best friends of my life, whose ideals have been my inspiration, whose kind words have been my cheer, and whose helpfulness has carried me over the greatest difficulties?"

"What will I give in return? Not simply the taxes which cover so small part of what I have received. I want to give more; I want, of my own free will, to give enough that I can rightfully say, 'This is my city,' so that I can take pride in 'my city,' so that I can take pride in its prosperity, in the honors which come to its citizens, and all that makes it greater and better.

"I can do this only by becoming a part of the city—by giving to it generously of myself. In this way only can I, even in small part, pay the great debt I owe to my city."—*Illinois Municipal Review.*

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

Service Bureau

Requests for advice or assistance on matters pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league.

It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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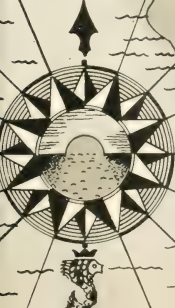
Vol. XLIV
No. 11

NOVEMBER
1930



STATE CAPITOL, SACRAMENTO

Resident City of C. H. S. Bidwell, President, League of California Municipalities, 1930-1931



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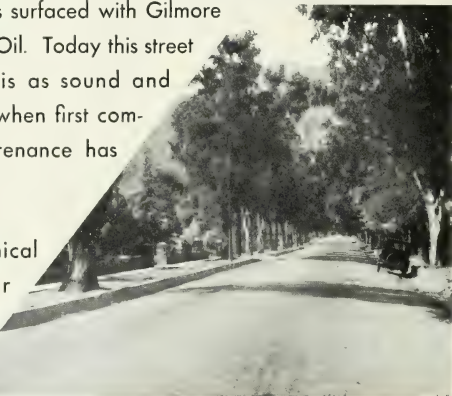


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OFFICIAL ORGAN

League of California Municipalities—League of Oregon Cities

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Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

THE LONG BEACH CONVENTION

THE 32nd annual convention of the League of California Municipalities has passed into history.

It was a good convention. Many of those who attended have expressed the opinion that it was the best that the League has ever held. There were 1462 city officials and guests registered, which shows that it was the largest convention in point of attendance.

There appeared to be more interest manifested than usual, particularly in the section meetings. This was especially true in the engineers' section and the new section of mayors and councilmen. The fact that, for the first time, the proceedings and discussions of each sectional meeting were stenographically recorded, was undoubtedly responsible for much of the increased interest.

For once the attorneys failed to live up to their reputation as great talkers. In this respect the engineers "put it all over them," to use a slang expression. The stenographic report of the engineers' section was 50,000 words in length, whereas the report of the engineers' section was 50,500 up only 33,380 words, notwithstanding the fact that on two afternoons the attorneys worked overtime.

Even the new section of mayors and councilmen had a good deal more to say than the city attorneys. Someone has been ungallant enough to suggest that the presence of a number of lady mayors had something to do with it. However, when it comes to talking, the city planners, the city managers were very discussions required 44,475 words and took up 179 typewritten pages of the report. In comparison with the engineers, mayors and city planners, the city managers were very modest, using up only 23,690 words. Perhaps they are strong for the old adage that "actions speak louder

PROCEEDINGS OF THE LONG BEACH CONVENTION

Every city official and every citizen interested in city government should procure a copy of these proceedings. They will contain all the papers and discussions of the largest and most important convention of city officials ever held on the American continent, with the reports of 28 separate meetings and the names of every individual speaker, the transcript being over 256,000 words in length.

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than words." Anyhow, actions are certainly not as expensive as words when it comes to reporting conventions. The total bill for reporting all the meetings amounted to \$671.05, and it will be necessary to sell a great many copies of the proceedings in order to cover the expense of reporting and printing them. However, it is expected that every person who attended the convention will want at least one copy, and that each city which had representatives there will want at least one copy for its files as well as others for the use of its officials.

This volume of proceedings will

contain the composite thought of leading city engineers of the state on such matters as paving, sewage and garbage disposal, and many other problems with which the cities are confronted. Besides this, it will contain the latest thought on city planning and zoning fresh from the lips of leading experts on these subjects. To those who are interested in public health problems, here they will find the latest and best information for their solution. In fact, there is hardly a problem of municipal government that was not discussed at the Long Beach convention,

(Turn to Page 496)

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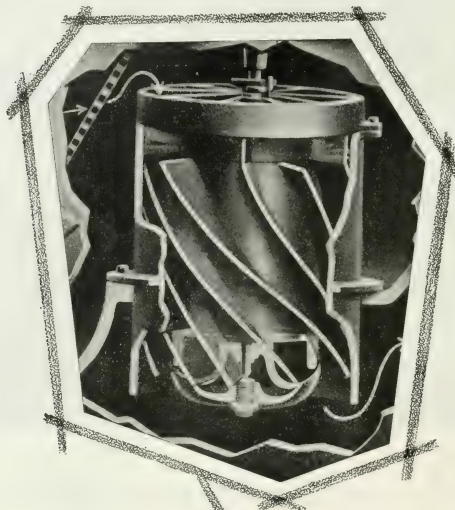
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NO. 12



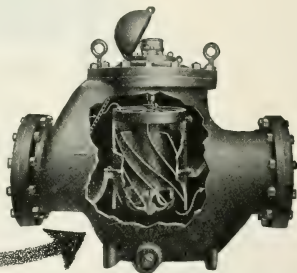
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 Chief of Police
 Bell, California

Who's Who in the Far West

(Series No. 21)

*Portraits of busy officials who devote their efforts
 to the upbuilding of the Western Empire*



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 District Chief, Fire Dept.
 Fortified, Oregon



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 President, Park Board
 Yakima, Wash.



JAMES H. MITCHELL
 City Attorney
 Burbank, California



HELEN KUNS
 City Clerk
 Calapatria, California



B. J. PARDEE
 City Manager
 Visalia, California



JOSEPH R. HICKEY
 Park Dept., Dir. Recreation
 San Francisco



H. C. PEIFFER
 City Clerk
 South Gate, California



C. H. S. BIDWELL
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Just say I saw it in Pacific Municipalities

LONG BEACH CONVENTION

California League Breaks All Records

IN spite of general falling off in attendance at conventions generally the 32nd annual convention of the League of California Municipalities proved without exception to be the largest and most successful in history. A constant stream of delegates during the first three days of the convention kept a force of ten stenographers rushing until the

Too much credit cannot be given to those responsible for the supreme success of the convention. To the untiring leadership of President Gordon Whitnall, and Secretary-Manager William J. Locke to the fine work of the board of directors of the League, and to the ever present cooperation of the city officials of Long Beach, including notably

ing the welcomes, William J. Locke gave his annual report as secretary-manager which was referred to the department of clerks, auditors and assessors for auditing. Mr. Locke called attention to the rapid strides of the League in the past year and the growing importance of the League both in California and throughout the nation.

Long Beach was the focal point for all municipal executives during the California League's convention



*Left to right
President Gordon
Whitnall,
C. J. S. Williamson,
Mayor James
Rolph, Jr.,
Henry S. Gierlich,
Wm. J. Locke,
Secretary-Manager*

great total of 1462 city officials had registered. Besides this number it is estimated that at least three hundred unregistered delegates attended the various sections of the convention.

The articles carefully prepared and full of valuable information, the addresses showing ability and knowledge of the ramifications of municipal government, and the discussions entered into wholeheartedly and intelligently proved once again that the League of California Municipalities is without a rival in its leadership of municipal organizations of the world.

Not only was the business end of the convention an unparalleled success but the social side proved to be one of the most enjoyable in the thirty-two years of the League's Conventions. Long Beach proved itself to be an ideal convention city.

City Manager C. C. Lewis, Mayor Asa E. Fickling, City Clerk Oliver Brison, and the members of the council, J. J. Barton, R. C. Christie, F. H. Church, E. S. Dobbin, O. S. Peacock, R. B. Peacock, B. B. Stake-miller, H. C. Waup, and O. H. Wolter, the League of California Municipalities finds itself pleasantly in debt.

Gordon Whitnall, president of the League called the convention to order Monday morning, October 6, in the ballroom of the Virginia Hotel. Whitnall welcomed the delegates and urged each one to devote his energies to the acquisition of ideas of benefit to their respective communities. The ten groups of city officials were then welcomed by Mayor Asa E. Fickling of Long Beach and Councilman Harry Waup, the chairman of the local entertainment and reception committee. Follow-

Following the annual report of the secretary-manager, Professor William B. Munro of Harvard University delivered an address on municipal government, touching on city planning, special assessments, and the business of government. Professor Munro stated that city planning "should be approached from the standpoint of general interest and efficiency of the municipal administration, and not from the standpoint of private ownership or for the rights which are being accumulated in municipal policy. I believe that way of using public sentiment has influenced, has augmented the difficulties of city administration." In speaking of special assessments Dr. Munro told of the prominence of this form of taxation in the West due to the rapidity of its growth, explained its benefits, and dangers if overdone. He said



"the solution is for the public official to take certain responsibility, to undertake to guide, perhaps to check the tendency, where the movement is going so far that the public are apt to react against it later on." Dr. Munro concluded in saying that government in municipalities is steadily improving through education of its officials and public interest. "The public mind has been awakened and aroused, and is demanding better government. What is more it is getting better government than it used to have."

At General Session

At the general session on Tuesday morning following the announcements, President Whitnall, speaking for Mr. Bert B. Meek, director of public works, of the State of California, who was unable to attend the convention as scheduled, reviewed the work of the League in regard to a more equable distribution of the gas tax between state, county and municipalities. Whitnall stated that "the present system is entirely inadequate and unfair. He said the convention must adopt a strong policy and adhere to it because the highway problem is the greatest single one that confronts California cities today.

Whitnall's Report

Whitnall's report was followed by a general discussion by the delegates in which Allen Wright, city clerk of San Diego, A. B. Fry of Coronado, Ex-Mayor Oscar Hauge of Long Beach, Colonel Charles Kirkbridge, past president of the League, Hugh R. Pomeroy, pioneer secretary of the Regional Planning Commission of Los Angeles, Louis Bartlett, past mayor of Berkeley, and Frank Wilson, mayor of Coronado, took active parts.

The general session of Tuesday was concluded with the report of Milton K. Bryan, chairman of the League's committee on public utility service, in which he pointed out the importance of the problem to each city of California and recommended a public utility bureau to be

established by the League to assist cities in obtaining fair regulation of public utilities. The recommendations were referred to the committee on resolutions to be acted on at the Thursday morning session.

Surgeon Lumsden, of the United States Public Health Service addressed the session Wednesday morning on the subject of "Public

public health service can be provided at a cost of about one dollar per capita to the community affected. California leads in public health service, he stated and Los Angeles County has one of the largest and most efficient health units in the world.

Said in Conclusion

In conclusion Dr. Lumsden said, "I believe that public health is a problem which is common to local, state and national governments. I believe all three governments should get together in a properly coordinated way to formulate and help maintain efficient public health work in every community in the United States."

"Taxation and Its Problems" was the subject of the address by Hayden F. Jones of Fresno, chairman of the committee on taxation, who followed Dr. Lumsden on the program. Stating that real estate was taxed in too great a proportion he said the state must seek new sources of taxation and suggested relief could be secured from a limited luxury tax, stock transfer tax, or if necessary a personal income tax, by the application of rigid economy in expenditures of both local and state governments and he urged the creation of a permanent tax commission.

Mayor George E. Cryer

Ex-Mayor George E. Cryer of Los Angeles, chairman of the committee on municipal and county affairs of the State Constitutional Committee, followed Jones' address with a review of the work of his committee. Ex-Mayor Cryer called the attention of the session to the proposed Senate Constitutional Amendment No. 5, to be voted on at the election on November 4, providing for an election of delegates to be assembled for the purpose of framing a new constitution for the State of California. He said that if the above amendment should be passed by the voters it would be the duty of the committee of which he is a member, to suggest and advise the framers of the

HOST



J. OLIVER BRISON

The genial city clerk of Long Beach was constantly busy extending courtesies to the delegates.

Health and Public Business." Public health, he said, is a matter which affects every community, every individual man, woman and child personally, and affects them most importantly from time to time. The aim of public health work is to make growth more equal, less rapid, life more vigorous, and death more remote." Showing the great decline in deaths from disease in the United States Dr. Lumsden said that it is due to the careful, unprejudiced study of sanitary science and its specific application. He said that thoroughly efficient and wholly effective



new charter and to that aim the committee has been studying the present charter and means of improving it.

The annual business meeting of the convention was held at the Thursday morning session. President Gordon Whitnall having been taken ill suddenly was unable to be present and A. E. Stockburger of the board of directors presided in his place.

First Order of Business

Under the first order of business came the report of the committee on resolutions. A number of resolutions were adopted which will be available in the journal of proceedings, securable through the secretary-manager's office. Among the resolutions adopted were: a resolution recommending no weakening of the present city planning laws and ordinances; a resolution authorizing the board of directors of the League to assist in every way possible a legislative program looking to the amendment of the Public Utilities Act and the Gasoline Tax Act by the state legislature at its next session; a resolution instructing the League officers to assist in securing equitable electric rates throughout California, a resolution that the League go on record as opposed to a further use of the service charge by public utility companies; a resolution instructing the legislative department of the League to secure an amendment to the existing law covering elections, so as to require the board of supervisors on request of the legislative body of a city to consolidate any and all types of elections including ballots; a resolution endorsing the aims and objectives of the newly formed California Association of Sanitarians; a resolution electing H. A. Mason, former treasurer and founder of the League, permanent honorary president of the League; a resolution establishing a public utility department of the League.

The report of the nominations committee was next in the order of

business. Under this C. H. S. Bidwell was unanimously elected president of the League for the coming year.

The convention voted to leave the matter of incorporating the League with the board of directors.

The last order of business before the session was the selection of the next place of holding the convention

PRESIDENT



MAYOR C. H. S. BIDWELL

Of Sacramento was unanimously chosen to head California League for coming year

and after a close vote the city of Monterey was selected.

The afternoon sessions were taken up by separate sectional meetings of the several departments of the League. At these meetings problems of special interest to the respective classes of officials were discussed. Wednesday afternoon the officers of the respective sections were elected to hold office during the next year. Miss Gladys Roberts, city clerk of

Petaluma, was elected chairman of the Clerks, Auditors and Assessors department, and Miss Ruth Meilandt, city clerk of Ventura was elected secretary, George H. Cooper, city clerk of Signal Hill, was elected vice-chairman.

Reeves Conover of Monterey was elected chairman of the City Planners' section; J. Mortimer Clark of Long Beach was elected vice-chairman and H. H. Jaqueth was named the new secretary.

Mayor C. H. Christensen of Palo Alto was chosen chairman of the mayors' and councilmen's division. The new vice-chairman is Commodore A. B. Fry of Coronado and the new secretary is E. S. Laymal.

Officers of the city managers' division are: A. E. Stockburger of Alhambra, chairman; James S. Dean, Sacramento, vice-chairman, and J. W. Price, Anaheim, secretary.

Engineers Elect

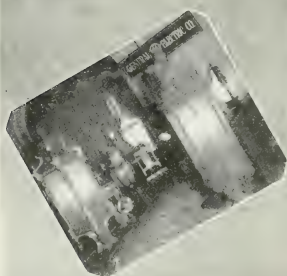
The new officers of the engineers' section were elected as follows: Chairman, C. R. Blood, assistant city engineer, Sacramento; vice-chairman, V. C. True, and secretary, Roy W. Fowler of Santa Cruz.

The city attorneys' department elected the following officers: Leon T. David, assistant city attorney of Palo Alto, chairman; Earl Sinclair, city attorney of Berkeley, vice-chairman, and Bernard Brennan of Glendale, secretary.

B. J. Pardee of Visalia was elected president of the California Sewage Works Association, W. A. Allen of Pasadena was elected first vice president and J. J. Davis second vice president. E. A. Reinke of the University of California, Berkeley, was re-elected secretary.

Dr. Walter M. Dickie, state director of public health, was re-elected chairman of the Public Health Officers section. Dr. William B. Wells, of Riverside, city and county health officer, was re-elected secretary.

The new officers of the California Association of Dairy and Milk In-



spectors are: A. W. Hayes of Sacramento, president and R. L. Griffith of Oakland, secretary-treasurer.

Clark H. Shaw of Long Beach was named president of the California Utilities Association.

The entertainment program arranged by the city of Long Beach, under the able direction of Councilman Harry C. Waup, was a varied and interesting one.

The convention was appropriately

opened by selections from the Long Beach Municipal Band under the direction of Herbert L. Clark.

Monday night the delegates were entertained at the municipal auditorium by a group of sailors from

the U. S. battleships anchored off the Long Beach Harbor. Following the entertainment community and old time dancing was entered into enthusiastically by the delegates present. This evening of novel entertainment under the direction of Mr. C. C. Cutshaw, superintendent of community service, was an extremely fine one.

Tuesday evening there was no special form of entertainment for the convention as a whole, the evening having been left for the delegates to renew old acquaintances and to suit individual whims and desires. However, the Department of Public Health held their annual dinner at the Pacific Coast Club of Long Beach. Dr. L. L. Lumsden of the United States Public Health

EFFICIENT



ELBERT S. CONNER

Director of Conventions and Publicity for the Long Beach Chamber of Commerce, through whose efficient methods the 1930 convention registration was most ably handled.

Service was the principal speaker of the evening.

"Pike Night" was the novel entertainment offered the delegates the following evening.

Hundreds of the delegates spent the time in visiting the famous Long Beach "Pike" with its hundreds of different types of fun, ranging from side shows to the exciting thrills of the "Shute the Shutes." The Break-



Top, left: Dr. William B. Wells of Riversides, city and county health officer and efficient secretary of the Health Officers' Department of the League of California Municipalities. Right: Dr. Walter M. Dickie, State Director of Public Health, from Sacramento, and president of the Health Officers' Department.

Lower group: Stockton boosters, led by popular executives, City Manager Walter B. Homan, sitting, left and Mayor J. Carl Froehner, sitting, center.

ers Hotel on the same evening was the host of the convention, staging a mixer party. Those who enjoyed dancing spent an enjoyable evening here.

The four days of study and discussion of municipal government were fittingly closed by a brilliant banquet at the hotel Virginia Thursday night, at which more than three hundred delegates were in attendance. Dr. Oscar Hague, former mayor of Long Beach, presided as toastmaster at the banquet. James Rolph, Jr., governor-elect of California, scheduled as the principal speaker, wired his regrets for being unavoidably absent. He explained

that he was prevented by rain from flying from Las Vegas, where he was inspecting the Boulder Dam site.

Speakers of the banquet were Mayor Asa E. Fickling, who congratulated the League on the success of the convention; J. C. Albers, city engineer of Glendale, W. J. Locke, the secretary-manager of the League; Councilman Harry C. Waup of Long Beach, chairman of the convention entertainment committee; Mayor C. H. S. Bidwell, president-elect of the League; A. T. Jergins of Long Beach; Lieutenant-Governor Frank F. Merriam of Long Beach, and Rex J. W.

Brougher, pastor of the First Baptist Church of Glendale.

Secretary-Manager Locke announced that the attendance of 1462 delegates had made the convention the greatest in this respect in the history of the organization. Councilman Waup announced that the flowers for the table were provided as usual by Myrtle L. Gunsul, Long Beach city auditor, and she was given a fine ovation. Senator Merriam paid Locke high tribute, declaring him to be the one lobbyist the legislators at Sacramento always are glad to give hearing because of the constructive program of the League. Lieutenant-Governor Merriam touched on the water problem, declaring that it is not a local problem, but one which is of vast importance to the whole state. He said, "water is one of the big problems the League must help solve."

The Rev. Brougher came to Long Beach in thirty-eight minutes from Pasadena with a police motorcycle escort. In a vastly entertaining talk, plentifully interspersed with humorous anecdotes, Dr. Brougher lauded League officials on the unprecedented progress they had made at the convention toward the solution of many perplexing municipal problems. He predicated that the good influence of the League's activities throughout the state will be more keenly felt in years to come than ever was dreamed of when the organization was first formed.

Friday the long awaited trip to the world-famous pleasure resort, William Wrigley's Catalina Island, was made by nearly two thousand delegates and their families. Leaving at nine o'clock as guests of the city of Long Beach on a specially chartered ship the delegates spent the whole day in a marvelous sea trip and hours of sightseeing and



CAN'T BEAT THIS HAND!

Miss Gladys F. Roberts, city clerk of Petaluma, newly elected president of Clerks, Auditors, Assessors and Treasurers' Department, left, and Miss Ruth E. Meilandt, city clerk of Ventura, newly chosen secretary, caught by the cameraman intently reading *PACIFIC MUNICIPALITIES*, official organ of the Coast League of Municipalities.

picnicking on the beautiful island. In addition to the entertainment open to the delegates as a whole the separate departments of the League staged luncheons and dinners throughout the week. Notable among these were the annual dinner

meeting of the department of clerks, auditors, assessors and treasurers, the luncheon of the department of city attorneys and the luncheon of the department of engineers and street superintendents with the California sewage works association.

SAN FRANCISCO RECLAIMS LAND FOR NEW HOMES

A two-mile boulevard and improvement strip, driven through a wilderness of shifting, tricky sand dunes, is to provide home sites for 200,000 people in San Francisco.

The expansion will mean the end of the "Little Sahara Desert" in San Francisco.

Cramped for space, preventing its natural growth, San Francisco has called in landscape gardeners to reclaim this centrally located waste area.

As quickly as the rolling terrain is smoothed down and flattened out, barley will be sown and covered with a blanket of straw and loam.

In this manner the sand will be held in place and kept from drifting upon and obliterating the improvement work.

Thirty-sixth and Thirty-seventh avenues will be completed through the sand dune area from Sloat Boulevard to Lincoln Way with the intervening space—a full block in

width—built into paved auto roads, pedestrian paths, an equestrian path, sidewalks and parking strips.

The task as a whole, although split into two improvement projects, in effect will couple the city's municipal Harding golf links with its Golden Gate Park through the creation of a boulevard park area 380 feet wide and two miles long.

Its total cost will be approximately \$2,000,000.

A. L. BARBUR, PORTLAND, HEADS LEAGUE OF OREGON CITIES

Salem Convention Marks Successful Year for Northern Association

MUNICIPAL executives from most of Oregon's progressive cities to the number of nearly 100 were present at the annual convention of the League of Oregon Cities, held October 24 at the State Capitol, Salem, Oregon.

Address of Welcome

Following the registration at 9:30 a. m., an address of welcome was delivered by Governor A. W. Norblad who urged the cities of Oregon to unite their efforts through the League. Mayor T. A. Livesley of Salem responded on behalf of the league to the Governor's welcome.

In formally opening the business session of the convention, President Chris Schuebel, city attorney of Oregon City, outlined the accomplishments of the League during the past two years and pointed out some of the problems that confront the cities of Oregon and which can only be solved properly by the cooperative work of all the municipalities. Legislation must be secured at the coming session of the legislature, he stated, along various lines and he urged a careful study of the needs of the cities and preparation for proper remedial laws.

President Schuebel Reports

President Schuebel, who had recently returned from a several months' trip by automobile, during which he visited many of the principal cities of the country and a number of state and county seats, outlined some of the lessons learned through this trip. He had taken every opportunity to discuss municipal and other civic problems with the leading authorities of the country and outlined for the delegates a number of important and pertinent suggestions along the line of municipal activities.

The annual report of Secretary J. L. Franzen disclosed a very gratifying growth in the League's membership. To date every principal city is a member and the majority



A. L. BARBUR, President

At the 1930 Convention of the League of Oregon Cities, A. L. Barbur, Commissioner of Public Works, Portland, and veteran executive, as its ranking officer for 1930-31

of the smaller towns and cities are on the list. With a little additional work, he stated, he was confident that Oregon will be 100 per cent

shortly. Franzen's report covered several important steps taken by the League during the period since the last convention. Owing to the nec-

essary absence of Mrs. Laura D. Harlow, treasurer, Secretary Franzen also read the financial report, which showed an exceedingly gratifying increase in revenues during the past year with a comfortable balance on hand.

Following the reading of officers' reports President Schuebel appointed necessary committees with

who had made a thorough and exhaustive study of the matter of pollution of the Willamette River by sewage and refuse. The work of the scientists had resulted in a collection of facts from which it is hoped that a scientific solution of the problem may result. Hitherto much had been said regarding the situation that exists; but as a matter of fact little data had been available upon which to base logical conclusions.

It is evident from the accomplishments of the past season's work that the situation does not seem to be as acute as had been previously thought. Nevertheless enough has been discovered to show the existence of a problem which must be solved during the coming years. For the first time accurate, reliable data has been collected and is available for other agencies to use in additional and collateral studies.

Geo. H. Allen, managing editor of Pacific Municipalities and representing the League of California Municipalities, was the next speaker. Allen's subject was "Municipal Leagues and Their Benefits." Calling attention to the fact that the majority of population was in cities, he outlined the many reasons why municipalities should organize and act cooperatively to insure the necessary protection from hostile legislation and to acquire such beneficial laws as are from time to time necessary. Only through coöperation, he stated, can common problems be solved, and urged upon the delegates the constant interest in the affairs of their League.

James D. Barnett, dean of political science at the University of Oregon, the next speaker, took for his subject "Organization and Value of Municipal Research." Owing to the value particularly at this time of the subject of Prof. Barnett's discussion his paper will be printed in full in Pacific Municipalities.

Fred Williams, first vice-president of the league, discussed pertinent legislative problems and gave the report of the legislative committee on proposed legislation. He pointed out the necessity of careful preparation of all bills which the League may wish to offer at the coming session and suggested that the committee keep constantly at work on the matter and maintain close touch with member cities interested.

Following Williams' report a

general discussion of legislative and other matters took place in which many of the delegates took part. Among matters receiving the attention of the convention was the proposed building code, stream pollution, road taxes, gasoline tax, new arrangement proposed for closer affiliations between the League of Oregon Cities and the state educational institutions.

Election of officers, the last matter taken up by the delegates, disclosed a wish to retain the old administration. President Chris Schuebel, however, announced that he would be unable to serve another year, although he proposed to keep

PAST-PRESIDENT



CHRIS SCHUEBEL

Retiring President, League of Oregon Cities, snapped while attending the Convention of the League.

instructions to report later in the day.

In introducing H. S. Rogers, dean of engineering, Oregon State College, President Schuebel commented on the fine coöperation which the League was now receiving from the educational institutions in Oregon and pointed out that there still remained, however, several avenues in which further aid is necessary.

Dean Rogers, taking for his subject "Significance of the Willamette River Survey to the Cities," outlined the work of the investigators

VICE-PRESIDENT



J. W. MCINTURFF

City Attorney, Marshfield, selected as vice-president at recent convention. McInturff is recognized as one of the leading authorities on municipal law in Pacific Northwest, and is ably qualified for League work.

in closest touch with all affairs of the League. Under the conditions, therefore, general nominations followed and A. L. Barbur, Commissioner of Public Works of Portland was elected president, J. W. McInturff, city attorney of Marshfield, vice-president, J. L. Franzen, city manager of Oregon City and Mrs. Laura D. Harlow, mayor of Troutdale, re-elected to the positions of secretary and treasurer respectively.

In the concluding moments of the session delegates expressed themselves as well satisfied with the progress of the League. Every indication exists that the coming year

will be marked with success and that those few cities of Oregon which still remain outside the League, will join at an early date and thus receive the benefits of cooperative ac-

tion. By the time the session was given the officers, to whose hard work and enthusiastic efforts are due most of the satisfactory results obtained during the past two years.

CALIFORNIA SECTION A. W. A. MEETS AT PASADENA

Eleventh Annual Convention Breaks All Attendance Records

THAT the importance of water to the upbuilding and prosperity of the State of California is realized was strikingly demonstrated by the record-breaking attendance at the eleventh annual convention of the California Section of the American Water Works Association, held at the Huntington Hotel in Pasadena October 29 to November 1. The registration reached the total of 756, the largest in the history of the organization, surpassing that of any meeting, national or sectional, of the American Water Works Association.

Manufacturers' Exhibits

As usual, the exhibits of the manufacturers and distributors of water works supplies was one of the outstanding features of the convention. There were fifty-five exhibitors who spared nothing to make their exhibits interesting and informative. Placed in an attractive location under a canopy in the patio of the hotel the exhibits were visited constantly by water works officials and their guests.

The convention was interspersed with several well arranged entertainment features which added greatly to the success of the meeting.

There was the usual golf tournament which was an all-day thirty-six hole party held at the Flintridge Golf Club. More than sixty persons participated in the tournament and competition was keen for the twenty prizes offered by the committee in charge. A luncheon was held at the country club at which "Bill" Globle of Alhambra presided as

toastmaster. The prizes were awarded at the manufacturers' dinner dance held on Friday evening, as follows:

First prize—Jerry O'Leary, six irons.

Second prize—Harold E. Howard, golf bag.

Third prize—Peter Deiderich, six irons.

Fourth prize—S. H. Wade, three woods.

Fifth prize—F. W. Schooley.

Sixth prize—Philip Schuyler, zipper bag.

Seventh prize—Evan Green, three woods.

Eighth prize—A. P. Lovell, zipper bag.

Ninth prize—Claude T. Faw, twelve balls.

Tenth prize—O. A. Stone, twelve balls.

Eleventh prize—A. D. Mars Jr., twelve balls.

Twelfth prize—K. W. Brown, twelve balls.

Thirteenth prize—W. R. Udegraft, jacket.

Fourteenth prize—J. N. Smith, putter.

Fifteenth prize—Jim Peters, putter.

Sixteenth prize—Harry Reinhardt, sweater.

Seventeenth prize—W. C. Mills, golf hose.

Eighteenth prize—S. E. Tiberg, jacket.

Nineteenth prize—V. E. Perry, golf hat.

Twentieth prize—Harry Carr, shag bag and balls.

Thursday evening the annual business dinner and election of offi-

cers was held. William W. Hurlbut, engineer in charge of water distribution and operation for the city of Los Angeles was elected president of the association to succeed C. S. Olmsted, superintendent and manager of the Monterey County water works. The newly elected vice-president is W. F. Goble, superintendent of the Alhambra water department, and former section director. E. W. Green of the San Jose water works was elected secretary-treasurer. The new executive committee comprises Louis L. Farrell, superintendent of construction and operation for the East Bay Municipal Utility District, Oakland, former secretary-treasurer, and Ora Casad, superintendent of the Merced water department.

The city of Stockton was selected for the seat of the next convention of the association to be held during October, 1931.

Interesting Talk

An interesting illustrated talk on "Some Problems of the Los Angeles Water Supply" was given at the dinner by H. A. Van Norman, chief engineer and general manager of the Bureau of Water Works and Supply, of the city of Los Angeles. George H. Fenkell of Detroit, president of the American Water Works Association, also gave a brief address. President Fenkell stressed the need of separation of water works operation and politics, especially in the selection of employees. He stated that water rates should be sufficient to meet service and extension requirements and that the water department should collect and disburse its own funds. He also

suggested that the feeling is growing for the consolidation of water and sewage works under the same management.

At 8:30 Friday morning the day's activities began with a ham and egg breakfast which was attended by 250 of the delegates. The breakfast was held on the lawn of the hotel, with tables situated around the beautiful swimming pool. Fanchon and Marco provided an entertainment for the early risers consisting of an exhibition of various forms of swimming and diving, both old and new.

Big Social Event

The big social event of the convention, the annual manufacturers' dinner dance, was held Friday evening at the Huntington. More than six hundred delegates and their wives, sweethearts and friends were the guests of the manufacturers at this gala affair.

A motor trip to the San Gabriel River canyon was offered the delegates on Saturday morning and more than 150 availed themselves of the privilege of inspecting the Pine Canyon dam site, where the city of Pasadena, under the direction of Chief Engineer Samuel B. Morris of the Pasadena water department, will soon begin the construction of a high concrete dam.

For the ladies in attendance, special features were arranged which included visits to the Pasadena Art Galleries, the Huntington Library, and the Pasadena Community Playhouse. The ladies' entertainment was under the able direction of Mrs. Samuel B. Morris.

Three sessions were given over to the discussion of the technical problems of water. A number of ably prepared papers were presented by authorities in the respective fields following which the sessions were thrown open to discussion.

At the first session held on Thursday afternoon Samuel B. Morris gave an illustrated talk on the Pasadena water department, tracing its history and development, and explaining its proposed future extensions. This was followed by another illustrated lecture on the "Metropolitan Water District of Southern California," which was presented by F. E. Weymouth, chief engineer of the district.

"Protective Pipe Coatings and Linings" was the topic ably presented by K. H. Logan of the U. S. Bureau of Standards. Other papers developing specialized topics followed, "Electric-Welded Steel Pipe Lines" was taken up by F. W. Hanna, chief engineer and general manager of the East Bay Municipal Utility District, which was followed by a comprehensive outline of "Fundamental Considerations in Determining the Costs of Rendering Fire Hydrant Service" by Edward B. Mayer, assistant engineer, department of water and power, Los Angeles.

Paper Presented

The first paper presented Friday morning before the convention assembled was devoted to the important problem of Water Rights. This subject was well handled by W. G. Irving, attorney of Riverside, who discussed the topic in an interesting and able manner.

Professor Creighton O. Waldorf, of Beverly Hills pointed out the geologic history of the Colorado canyon and discussed the importance of the Colorado River as a source of water supply to Southern California in an interesting paper. "Reclamation of Treated Sewage," taken up by R. F. Goudey, sanitary engineer, bureau of water supply, Los Angeles, impressed on the listening assembly the importance of this method as a future source of water supply.

Another illustrated talk was given by I. F. Van Giesen, Electrolysis engineer, bureau of water supply, Los Angeles, dealing with the technical problems of electrolysis as it concerns underground pipe.

A plea for non-interference of politics with the business of water system departments was strongly presented before the convention by Fred M. Randlett, coast manager of Robert W. Hunt Co. and former chief engineer of the Portland, Ore., water department.

C. E. Thatcher, manager commercial department, East Bay Municipal Utility District discussed "Stand-By Charges of Water Service," which was followed by "Billing and Collection Methods" taken up by Carl K. Chapin of Pasadena.

Cost Keeping

The necessity for "Cost Keeping and Budget Control" to insure successful operation of water departments was brought to the attention of the members of the association in a talk by F. M. Foudy of the Loveland Engineers Inc., San Francisco.

The closing paper presented at the convention was on the important subject of "Distribution Reservoir Design," which was read by Chester A. Smith of Burns-McDonnell, consulting engineers, Los Angeles and Kansas City, who through his long study and a practical experience was able to give a comprehensive outline of the types of reservoir, explaining in detail the earthen embankment, masonry lined reservoir.

As in other conventions of the Association the responsibility for the arrangements and entertainment for the convention rested with the manufacturers and great credit is due J. R. Barker, Pacific Coast Manager of the Neptune Meter Co. and his assistants whose hard work was greatly responsible for the unqualified success of the convention.

LOS ANGELES PLAYGROUND SAFETY RECORD PRAISED

Indicating that the municipal playgrounds of Los Angeles are the safest possible places for children to be at any time, the city playground and recreation department announced today that a new safety record had been established for the past fiscal year.

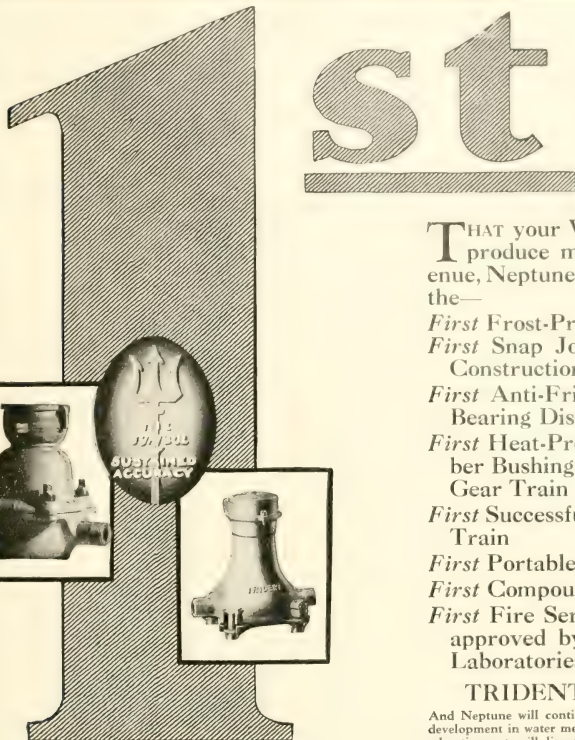
Percentage of accidents at the municipal playfields during that period

was only 1.19 in 100,000, which means that a child has just one chance out of one hundred thousand of being injured while at play at the Los Angeles recreation centers.

A steady reduction in number of accidents has been effected at the city playgrounds through emphasis upon safety measures. Last year the percentage per 100,000 was 1.30; the

year before it was 1.36; in 1927 it was 2.21, and in 1926 it was 2.54.

"I know of no place in the United States where as much interest has been shown, or as effective safety work has been done, as upon the playgrounds in Los Angeles," is the comment upon this record by E. B. Leferts, manager of the public safety department, Automobile Club of Southern California.



THAT your Water Works should produce maximum water revenue, Neptune pioneering produced the—

First Frost-Proof Meter

First Snap Joint Disk Chamber Construction

First Anti-Friction Thrust Roller Bearing Disk

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First Compound Meter

First Fire Service Meter officially approved by the Underwriters' Laboratories, Inc.—

TRIDENT PROTECTUS

And Neptune will continue to pioneer in every worthwhile development in water meter design and construction. Future advertisements will discuss above parts in detail.

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TRIDENT & LAMBERT METERS

OVER 5¼ MILLION MADE AND SOLD THE WORLD OVER

If you mention Pacific Municipalities it will help

CALIFORNIA SEWAGE WORKS ASSOCIATION ANNUAL CONVENTION

Success of Long Beach Gathering Reflects Credit on Officers and Members

A RECORD attendance of 151 delegates, representing 51 different cities and four states, featured the third annual convention of the California Sewage Association, held at Long Beach October 8 and 9. Although held as usual in conjunction with the annual convention of the League of California Municipalities the headquarters and meetings of the Sewage Works Association were held in the Breakers Hotel. The large turnout for the convention reflects the remarkable growth in interest and activity of municipal officials in the subject of sewage and trade waste reclamation since the organization of the association three years ago, since which time its membership has grown to 225.

In activities and interest the convention was an ideal one, every minute of the sessions being filled with matters of deep concern to the delegates.

Convention Opened

The convention opened with a breakfast meeting of the board of directors, which was followed by the annual business meeting at which the following officers were elected for the ensuing year: President, B. J. Pardee, city manager of Visalia, and former vice president; first vice president, W. A. Allen, assistant superintendent, Pasadena activated sludge plant; second vice president, John Jacobson, University of California farm at Davis; E. A. Reinke, research engineer of the state department of public health was re-elected secretary-treasurer. F. A. Batty, sewer maintenance engineer for the city of Los Angeles and retiring president of the association, was made a new member of the board of directors.

Following the business meeting the delegates joined in general session, at which time technical papers on sewage work problems were heard. John Jacobson of the University of California farm at Davis read

a paper explaining the design and operation of plants to reduce the odor nuisance. The discussion on this subject was led by E. M. Hilton and Alva J. Smith.

A paper on odor control by the chlorination method was presented by L. L. Rose, followed by a discussion by F. S. Currie, R. L. Patterson and R. F. Goudey.

It was the consensus of opinion of the session that sewage reclamation should and must inevitably be left under the jurisdiction of municipal water departments.

Delegates Were Guests

At noon the delegates were the guests of the Pacific Clay Products Company at the Los Nietos plant, the largest of its kind under one roof in the United States. A buffet lunch was served and the guests were entertained by the factory's employees band composed for the most part of Mexicans. Following the luncheon the guests witnessed crushing and hydraulic pressure tests on the new type of pipe manufactured by the Pacific Clay Products Company.

From there the delegates motored to the Pasadena activated sludge plant, where fertilizer is being manufactured and sold by the city. The group of 150 men proceeded to the sewage reclamation plant of the city of Los Angeles. Here the delegates participated in a most striking demonstration. Raw sewage entering the plant and going through the process of reclamation was transformed into clear, sparkling and palatable water and drank a few moments later by the visitors.

This plant at Griffith Park is the most elaborate sewage treatment plant in the country. The demonstration emphasized again to the participants what can be done in reclaiming for further use in industrial, agricultural and domestic needs, the vast quantity of water which is wasted daily in California, water which is so valuable to the prosperity of the state as it is in no other section of the United States.

Thursday morning the members continued their inspections by visiting the Hyperion screening plant of the city of Los Angeles, the Los Angeles Poggi ranch plant followed by a demonstration of sewer cleaning at Wilmington.

At noon the convention delegates assembled at the Breakers Hotel for luncheon, held in conjunction with the city engineers and street superintendents section of the League of California Municipalities. The assemblage was welcomed by Mayor A. E. Fickling of Long Beach, informal discussion of problems was entered into and photographs taken at this time.

Following the luncheon another general session at which technical papers were presented was held. Papers dealing with the handling of sludge and screening were read by T. R. Haseltine, Salinas; A. P. Banta, Los Angeles Sanitation Districts, and Herbert Patterson, city engineer of Long Beach.

The subject was discussed from the angle of digestion, and sewage sludge as a fertilizer; explaining the great value of fertilizer as a by-product and the necessity for the creation of more of this type of fertilizer in California agriculture.

Imhoff Method Explained

The Imhoff method was explained by W. A. Allen and G. A. Parks of Los Angeles showed the details of the Los Angeles method.

Another field trip was made by the group following the general session to the Long Beach screening plant and the Pico Avenue pumping plant.

Thursday evening the delegates to the Sewage Works Association attended the annual banquet and ball held in conjunction with the League of California Municipalities at the Virginia Hotel. Joining with the visitors to the meeting of the other sections of the League again on Friday, the sewage works members made the boat trip to Catalina Island as guests of the city of Long Beach.

Organizations and Benefits of Municipal Research

An Address Delivered at the Annual Meeting of the League of Oregon Cities, Salem, October 24, 1930

By JAMES D. BARNETT

Professor of Political Science, University of Oregon

THE general purpose of a bureau of "municipal research" may be stated in the terms of the charter of the Philadelphia Bureau, that is, "to serve Philadelphia as a nonpartisan and scientific agency of citizen inquiry, which shall collect, classify and interpret the facts regarding the powers, duties, limitations and administrative problems of each department of the city government; to make such information available to public officers and to citizens, in order that inefficient methods may be eliminated, and efficient methods encouraged; and to promote the development of a constructive program for the city that shall be based upon adequate knowledge and consideration of community needs."

Municipal Research

Municipal research is a direct outgrowth of the enormous increase in the functions of municipal government and the accompanying increase of the complexity and the costliness of its administration.

The modern research movement had its beginning about twenty-five years ago in the city of New York, where the Bureau of Municipal Research, now the National Institute of Public Administration, has made a national and international reputation for its many and varied accomplishments. (This bureau aided in the reorganization of the government of Portland under the commission plan.) The movement has gradually extended until at present probably over eighty permanent agencies are more or less actively engaged in municipal research, and a national association, the Government Research Conference, has been organized, which holds annual meetings and publishes its proceedings and monthly notes in the *National Municipal Review*. There has been more recently established a Municipal Administrative Service under the joint control of the Conference

and the National Municipal League to coordinate municipal research throughout the United States.

There is a great variety in organization of research bureaus. Most of them are local in operation, some others state-wide, and at least one has no territorial limitations at all. The organizations may be classified first as private and public. There are several types of each of these classes.

Private Bureaus

Some of the private bureaus are wholly independent organizations, and are supported by contributions from private sources, business organizations, taxpayers' associations, etc., and individuals. At least a few are financed from community chests. Some are special departments of chambers of commerce and are financed by them.

Some few of the bureaus are parts of the municipal administration and are supported by public funds. The Boston Finance Commission, a research agency, is appointed by the governor of the state though supported by the state. Some dozen bureaus are parts of state universities.

Divorce from Politics

Absolute divorce from politics is a necessity for the proper operation of the bureau. For this reason the bureau should have no legal connection whatever with the municipal government. The bureau's investigations must, if they are worth anything, generally result in the criticism of municipal administration and at least indirectly of municipal officials, usually politicians; and actual experience has shown that bureaus tied up with the administration cannot generally render services of much value. Proper independence can be attained probably only through a private agency, or through a public agency that has no organic

connection with the municipal government. A purely local bureau should be private. A state bureau may be public, but should be divorced from the ordinary political administration.

It is, of course, impracticable for any but large and wealthy municipalities, Portland alone in this state, to establish bureaus of their own. The great variety of Portland's special problems and the unique character of many of them would eventually justify its establishment of a local bureau. But the other municipalities must, for an indefinite future, depend upon some kind of a statewide organization. In the past the needs of the smaller cities and of the rural municipalities have everywhere been neglected. Probably the state higher educational institutions are best situated to administer a state bureau. They have men trained in many and various fields connected with municipal research and have the most adequate library facilities. But the institution can be of very little use in this direction unless a bureau is established for the purpose in charge of a competent director who can give practically all his time to this special service.

Leagues of Municipalities

The leagues of municipalities and the universities commonly cooperate in some way or other. In some cases the secretary of the league is the director of the bureau. In some states there is no connection whatever between the league and the bureau. Some secretaries regard the connection as a "handicap." Some universities have avoided connection for fear of offending "political interests."

Informal coöperation between the state institution and the league of municipalities would seem to be the preferable policy, both from the standpoint of the league and from

that of the institution. To attain its end the league must, necessarily, be a propagandist organization, that is to say, in the best sense, political. On the other hand, the institution must, necessarily, be nonpolitical in its action, and the conclusions reached through investigations by its scholars must be absolutely independent of the policies advocated by any individuals or associations whatsoever. This is not ordinarily possible where the positions of director of the bureau and secretary of the league are filled by the same person. The secretary must necessarily be the agent of the league, whose duty it is to advocate the policies of the league rather than those that he himself might prefer. The scholar is a judge, the secretary is "of counsel." It is for this reason that some leagues have repudiated all connection whatever with the educational institutions. But coöperation between the league and the bureau should be very close. The office of the secretary should be located at the institution, and the same office rooms, the same clerical force, and the same library facilities should serve both the secretary and the director.

Director of Bureau

The director of the bureau should be specially trained in the subject of municipal administration, and should have had practical experience at least as a subordinate in a well established bureau. The director might well conduct a course in "Practical Problems in Municipal Administration," but should not otherwise be engaged in instruction. He would naturally have the coöperation of the other scholars of the institution conversant with subjects related to his field. The organization and operation of the bureau should be on lines similar to those already followed in extension work for the rural communities in this state.

The bureau is a part of the department of political science in some of the universities and of the extension division in others. From practical experience it seems to make little or no difference which of these policies is followed, although it has been suggested that research might be too much subordinated to "practical" field work in the hands of the extension division. The extension division is commonly subject to "some supervision" by the department of political science.

The appropriations for the activities of the bureaus vary a great deal from many thousands of dollars down. Some inquiry among leading bureau officials leads to the conclu-

sion that an Oregon bureau should have available ten thousand dollars annually for really effective operation.

It is said that the early promoters of the research movement reasoned something like this: "If scientific methods of study and analysis are successful as applied to the problems of commerce and industry, why can they not equally be successful if employed in the realm of municipal government? Let us assume that, the chief obstacle to municipal efficiency lies . . . in defective machinery and slovenly business methods. Perhaps we can better conditions through intensive study of their exacting problems by trained and competent persons."

Functions of Bureau

The functions of the municipal bureaus, in actual practice, have been investigation, by general and special "surveys," and collection of information as to the forms of organization of municipal government and their operation, the administration generally and all the various special phases of municipal administration, and advice to municipal authorities in these matters, including police, municipal courts, crime surveys, county jails, fire protection and prevention, "safety engineering," health, housing, wastes, water supply and purification, municipal markets, employment, city planning and zoning and annexation of territory, streets (construction, repair, cleaning, grade crossings, traffic, auto parking, gasoline stations, specifications and contracts, trees, signs), transportation, public works, control of utilities, schools, recreation, finance in its various aspects (revenue, including taxation, expenditures, increasing cost of government, budget-making, ordinary and long term, indebtedness, bond limitations, sinking funds, etc., accounting and auditing, special assessment accounting, pay roll procedure), purchasing and store keeping, and reporting—publication of pamphlets and "exhibits" on all aspects of municipal administration—the translation of dry statistical tables into language suited to awaken the citizen's interest and promote good government. Drafting charters and charter amendments, codes, ordinances, administration rules and regulations—"models" and for special occasions—and the indexing of ordinances have been included among the bureaus' activities.

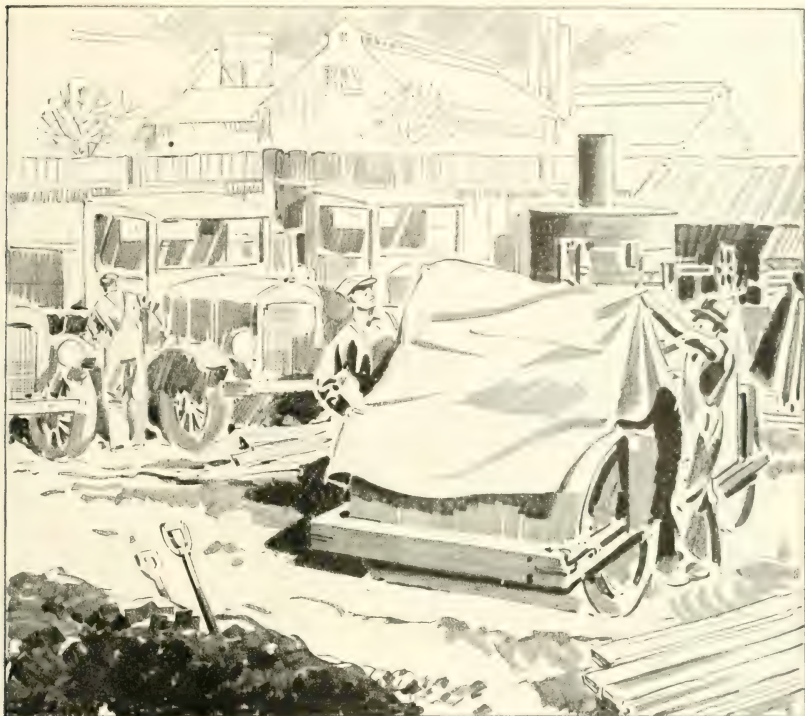
The bureaus have been largely successful in bringing about reforms they have advocated. Says a member of one of the bureaus: "The idea

was conceived that if a thorough study were made of municipal government, not as a political theory, but as a concrete fact, and the results of such a study were brought before the administrators in being, they would be glad to avail themselves of the chance to improve their methods. This may seem unlikely—pride of office, dislike of outside interference, you may think, would prevent it. But put yourself in the place of an elected official for a moment. You suddenly find yourself confronted with a concern for which you are responsible. . . . The immediate burden is so heavy that you haven't time or strength to install better methods, and you probably leave the system, after your brief period of authority, as you found it. Now, suppose some expert in whom you have confidence steps in and says, 'We have made a careful study of the office, and found the procedure is thus and so. Is this correct?' You . . . find that an accurate picture of the going methods in your department has been drawn. Now, says the expert, 'We believe you can get far better results by doing thus and so, and here are our reasons for thinking so . . .' Would you not be inclined to . . . accept assistance, if the suggested changes met with your approval? Now this has been, in a broad way, the history of the research movement in our cities."

Would Be Clearing House

The state bureau would be a clearing house on all questions dealing with municipal administration. All the information accumulated could be made easily accessible to all municipalities of the state. The director or his assistants could be actually on the ground and give information and service upon the basis of actual personal investigation of the local situation.

Finally, the value of municipal research for general civic education should be emphasized. To quote W. B. Munro: "The centers of citizen information, official and private, have rendered great service to this cause of civic education during the past . . . years. They have hammered it into the voter's ears that the city's business is his business, and they have managed to make him listen. . . . We have begun to realize that, to be a force in local government, public opinion must itself be intelligent, fair and constructive. It must be intelligent, however, before it can take on the other qualities, and it will not be intelligent unless there is proper machinery for keeping it accurately informed of what is going on."



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SOME OF THE ATTRACTIONS OF OAKLAND

1. The George A. Possy tube connecting Oakland and Alameda under the estuary. It cost \$1,322,000 and is the largest pre-cast sub-aqueous vehicular tube in the world.

4. Shipping on the estuary which divides Oakland and Alameda.

2. Panorama of Oakland's skyline showing the city surrounded by Lakeside Park and the tall, lake may be seen some of the 3000 cellars.
5. Chabot observatory which contains the world.



D—SISTER CITY OF SAN FRANCISCO

lake Merritt in the foreground sur-
rounds the downtown section. In the
background, the city of Oakland is
visible. The lake is the only tidal lake in
the city. It is the only municipally owned telescope in
the city.

3. The Oakland City Hall, situated in the heart of the city and known as a landmark, is a masterpiece of architecture.

6. Feeding the wild ducks on Lake Merritt, which is the only tidal lake in the heart of any American city.

Ashland, Oregon

ASHLAND, the "medicine ground" of northwestern Indian tribes before the white man came, later a gold camp following the "days of '49," a railroad center since the Southern Pacific entered southern Oregon, is reverting to first fame as one of the great health and vacation centers of the Pacific Slope.

Dr. Felix von Oefele, a New York balneologist, who has made research studies of all the mineral water resorts in Europe and the United States, likens Ashland Springs to those of the famous Ems, in Germany, which have been in use for over 2000 years, since the Roman Empire.

Surveys made by state chemists show that in the Siskiyou Mountains surrounding Ashland is one of the most remarkable mineral water districts in the world. The combination of an altitude of 2000 feet, a climate like Switzerland, entrancing scenery, with powerful healing waters, destine Ashland to outrival European spas of Ems, Baden Baden, Wiesbaden, and of the Black Forest, as well as Hot Springs, Saratoga, French Lick, West Baden and other health centers of our own land.

Ashland boasts of more artistic fountains, a finer park, and other civic attractions than any other city of its size west of the Rockies. Its future as a health and vacation center became more apparent following a survey of its mineral resources made by the chemical departments of Oregon State College of Agriculture in 1914. This report carried the analyses of a score of the best known springs of potable waters, also of those from which exude hot waters for baths and health restoring gases.

Shasta, Klamath and Modoc tribes utilized the Ashland district springs in the primitive days, historical studies show. The country along the northern slopes of the Siskiyou, through tribal treaties, became sacred to their sick, who were brought to the springs to drink and bathe in the waters and to utilize the warm sulphur and carbonic acid gases. Holes were dug in the earth from which the gases exuded. Patients were placed in these crude "cabins" and sweated. Remarkable cures were effected even in those primitive days.

Slowly and during succeeding years, as the Oregon country became better known, with construction of the Southern Pacific and later the Pacific Highway, Ashland's fame grew more distinctive as a cen-

ter for rest, recreation and rejuvenation of the body.

Modernity has but accented the personality which caused Ashland to be characterized by noted writers and painters as one of the most beautiful of the smaller cities on the Pacific Coast. The late "Marse" Henry Watterson, Bishop W. A. Quayle, former Governor Frank Hanly of Indiana, renowned writers, travelers, speakers, who lectured in Ashland's famous Chautauqua Tabernacle when it was the cultural center of southern Oregon and Northern California, pronounced the town and its settings among the most beautiful on the western continent. Governor Hanley publicized it in his book, "A Day in the Siskiyou," now found in leading libraries of the United States.

Its Lithia Park, natural stream and forest area, a mile and a half deep in a canyon leading up to Mt. Ashland, 7000 feet high, was laid out by John McLaren, famous for his Golden Gate Park in San Francisco. Its winding roads and trails lure the visitors and health seekers to wander through stately firs and pines, along dashing Ashland Creek and its waterfalls, which empty into the Rogue River. During summer months thousands of tourists and vacationists throng this park, where concerts and pageants are held frequently. They enjoy the shady spots, rare shrubs, trees and flower gardens, recreational fields, lithia and soda waters. Fountains, serving lithia and fresh mountain water, not only are found in the park, but in the public plaza, on the streets, and at the Southern Pacific station. Lithia water is piped into the leading hotels.

With its municipally-owned electric light and water systems, 87-acre airport, ornate junior and senior high schools, Southern Oregon State Normal School, modern hotels, cafes, stores, boulevard lighting system, State Armory, Elks' Club and Masonic Temple, Ashland's civic advantages appeal to the thousands of tourists who pass through it every year.

It is the host city of southern Oregon and one-fourth of all alien motor cars entering the state each year are registered for visitors' permits at the Chamber of Commerce.

In the very heart of the Rogue River Valley fruit district, which produces annually 5000 carloads of pears and apples valued at \$5,000,000, with irrigated farms near

knowing a failure, in the center of the southern Oregon playground district, that includes Crater Lake, Oregon Caves, Lake-of-the-Woods, Diamond Lake and the Rogue River resorts, Ashland may well be styled the place where climate, mineral waters, agriculture and commerce combine to "make one live longer and better."

Los Angeles in First Rank With Low Rates

Los Angeles is the fifth city in population in the United States but outranks the first four cities in low rates charged for domestic and commercial light and power. A comparison of rates shows Los Angeles, where city-owned power shows the way, is far in the lead.

The Los Angeles Bureau of Power and Light rate for light only on the basis of 40 kilowatt hours is \$1.81 compared with Detroit, next lowest, of \$2.02, and New York, highest, \$2.80. Light and refrigerator for 90 kwh. here is \$3.06, in Detroit \$3.31, Chicago, \$3.90, Philadelphia, \$4.44, and New York, \$6.30. For light, refrigerator and range on the basis of 240 kwh., Los Angeles rate is \$6.48, Detroit \$6.69, Chicago \$8.40, Philadelphia \$8.94, and New York \$16.80.

Los Angeles Bureau of Power and Light put into effect a rate reduction on January 1. This cut in electric rates amounts to \$1,200,000.

Fresno to Purchase Water System

The citizens of Fresno, California, by a 3-to-1 vote on November 4, passed a \$2,520,000 bond issue for the purchase of the Fresno properties of the California Water Service Company.

On September 4, several hundred enthusiastic citizens of Arcadia, Monrovia, Pasadena, Temple and surrounding communities officially celebrated a civil improvement project that has been under consideration for almost a decade—that of extending Colorado Street east through the Baldwin ranch to join with Huntington Drive in Arcadia, a \$143,000 highway building job, now under way. Ex-Mayor Multer told of the history of the movement and Director Charles H. Diggs of the Los Angeles County Planning Commission pointed out the necessity of cooperation among municipalities. He paid an eloquent tribute to Mr. Multer. "We must have men of this type, if we are to grow," he declared, and added that highway improvement does not take away from one city to benefit another but benefits both.—Arcadia News.

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Pomona Turbine Pumps are quite conventional in that they embody the approved elements of design found best suited to turbine construction—yet how **distinctly different** they are. Pomona dared to depart from precedent by adopting progressive engineering practice and **exclusive** refinements. Features noted below have contributed to Pomona's tremendous success.

... for instance, water lubrication, stainless steel pump shaft, adjustable capacity, Goodrich Cutless bearings, built-in motors, high efficiency over wide range, elimination of oil and grease below the surface. Ask for Bulletin.



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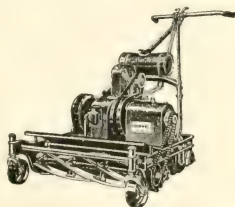


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Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

PUBLIC CELEBRATIONS IN GLENDALE

The Recreation Department of Glendale, California, creates a sponsoring group for each public celebration. Service clubs, patriotic, fraternal, civic and church organizations and newspapers cooperate with the Recreation Department in promoting these civic affairs.

MAKING CHRISTMAS CARDS

A pre-Christmas opportunity offered any adult in Los Angeles, California, by the Department of Playground and Recreation, is that of learning to make Christmas cards by the linoleum block process. At certain centers serving as general district centers, instruction and help will be given in designing the cards, cutting the linoleum blocks from which the printing is done and in the technique of printing itself.

SANTA BARBARA'S MUNICIPAL BEACHES

Among the recreation facilities provided for the people of Santa Barbara by the municipal government are two miles of municipally owned beach with two attractive modern pavilions. The pavilion at West Beach is situated in a beautiful park with shrubs and semi-tropical trees. A path leads along the beach to the breakwater which

forms a perfect basin for pleasure yachts. The breakwater, extending for 450 feet into the ocean, has a wide promenade with a wall on one side, a handrail, electric light standards and drinking fountains on the other. Seats are also provided. The pavilion at Cabrillo Beach is as attractive and well equipped as the average private beach club. Wide verandas with comfortable chairs, a well furnished lounge with vases of flowers everywhere and a restaurant with cafeteria service are some of the facilities provided.

LA FIESTA DE LOS ANGELES SEPTEMBER 1931

The year 1931 will be an epochal period in the history of Los Angeles County and in fact, throughout California.

As part of a great, state-wide festival year, which will begin in January and extend through December, Los Angeles will feature a pageant and fiesta commemorating the one hundred fiftieth anniversary of the founding of the leading metropolis of the state.

The fiesta will be reminiscent of the Spanish and Mexican era. The visitor will find himself sharing the life and entertainment of a hundred years ago—the days when the old haciendas swept into the pueblo and made "fiesta" for weeks at a time.

Los Angeles County invites the

visitors to share its entertainment, from the Rose Tournament in Pasadena, January 1st, through the grand fiesta which will be a never-to-be-forgotten event.

Hasta Manana!

AIRPORT IS TEN TIMES AS BUSY AS THE AVERAGE

Oakland Municipal Airport is ten times as busy as the average United States airport, according to Ralph T. Fisher, president of the Board of Port Commissioners.

A survey showing that the local landing field's activities during the second quarter of 1930 were far greater than those of the average airport in the nation has been made by the Aeronautical Chamber. Seven hundred and thirty-five airports were included in the investigation.

The following compilation shows that Oakland Airport is far in the lead of other American air terminals:

Transport planes arriving: average airport, 84; Oakland Airport, 728. Transport planes departing: average airport, 85; Oakland Airport, 733.

Transport passenger arriving: average airport, 390; Oakland Airport, 3,523. Transport passengers departing: average airport, 366; Oakland Airport, 3,449.

Transient planes arriving and departing: average airport, 269; Oakland Airport, 1,366.

ANNUAL EDITION TELLS STORY OF OAKLAND'S PORT

Two full pages, containing nine illustrations on the port of Oakland, written by G. B. Hegardt, port manager and chief engineer of the Oakland port, were contained in the attractive annual edition of the Daily Commercial News, recently off the press.

The back cover of the year book showed a large view of Oakland and the Bay, the outer harbor terminal, the Ninth Avenue pier in Brooklyn Basin and the Grove and Market Street piers.

The full-page article was illustrated by pictures of G. B. Hegardt, a general view of the Oakland Municipal Airport, showing field dimen-



Some California mayors attending recent convention of the League of California Municipalities at Long Beach

sions and facilities, a view of the central business and residential sections of Oakland, showing their proximity to inner harbor terminal facilities, the Oakland Airport Inn, restaurant administration building, hangars viewed from the air, and a typical transit shed interior at the port of Oakland municipally operated terminals.

BOULDER CITY

"Boulder City, Nevada." Letters coming from or addressed to the

model town to be built near Boulder Canyon damsite will bear that name. The name of the town has officially been named Boulder City, according to a United Press dispatch. The city will have a population of about 5000 workers and their families. Word of the official name designation was transmitted from Raymond F. Walter, chief engineer of the Reclamation Bureau to Walker R. Young, construction engineer, the dispatch says.

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We Design, Build and Install Any Type of Equipment for Auto Truck Chassis

THE SAN FRANCISCO PLAYGROUND REPORT

The attractive annual report to 1930, recently issued by the San Francisco Playground Commission is a most interesting review of activities and bird's-eye view of the city's recreation program and its development. There are many beautiful illustrations which in themselves tell a vivid story of the work but there are also graphs, diagrams and charts which help to bring home to the reader the splendid development in this phase of the city's life since the Playground Commission was established in 1907.

(Advertisement)

NOTICE CALLING FOR BIDS FOR
one twelve-ton road roller, with scarifier, owned by the City of El Segundo, California.

Public notice is hereby given that the City Council of the City of El Segundo, California, will receive sealed bids up to seven-fifteen o'clock p. m. on Wednesday, the 26th day of November, A. D. 1930, at which time and in the Council chamber in the City Hall or said bids will be opened and publicly declared for the twelve-ton, three-wheel, Buffalo Springfield gasoline roller, No. 3484, with pressure scarifier attached, which is no longer needed for municipal use by the said City of El Segundo, California.

Bidders in bidding shall bid upon the equipment as is, and shall state the price which the bidder will pay to the City of El Segundo, California, in cash, at the time of the delivery of the roller to such bidder at El Segundo, California.

The said roller hereby offered for sale can be inspected at the municipal warehouse, Penn Street and Holly Avenue, in the City of El Segundo, California, and the street superintendent of said city will be pleased to furnish such additional information with reference to said roller and scarifier as prospective bidders may desire.

Each bid must be accompanied by a certified or cashier's check, or a good and sufficient bidder's bond in the sum of at least 10 per cent of the total amount of the bid, payable to the said City of El Segundo, and said check or bond of the successful bidder shall be forfeited to said city in the event such bidder, after being awarded said roller and scarifier fails to take and pay for same within the period of ten days after notice of the acceptance of his bid. Checks of unsuccessful bidders will be returned the day following the award.

All bids shall be sealed and plainly marked on the outside "Bid on Roller and Scarifier."

The City Council of said city reserves the right to reject any and all bids and to waive any informality in any bid received.

Dated this 23rd day of October, A. D. 1930, by order of the City Council of said

VICTOR D. McCARTHY,
City Clerk of the City of El Segundo,
California.

Cross-Town Highway Planned for San Francisco

Establishing a four-year program for construction of a cross-town highway via Divisadero and Castro streets, the board of supervisors of San Francisco have adopted a declaration of policy under which \$200,000 will be expended on the work.

The major construction will be cutting through two blocks in heavy

rock formation to connect Divisadero and Castro in the most direct line. The first \$50,000 will come from the good roads fund.

The new highway, giving direct communication between the Presidio area and the Mission, is to provide a connection to the proposed Golden Gate Bridge.

New Street Lights in Los Angeles

Erection of street lights for Ventura Boulevard for a total of eight and one-half miles has been authorized by the Los Angeles City Council. Three hundred and one ornamental posts have been ordered.

The city of Huntington Park plans to acquire 37,000 square feet of additional land for water storage expansion purposes.

Water System Commended

Dr. R. G. Tyler, dean of the college of engineering, of the University of Washington, after a two-day study and personal inspection of the Portland, Oregon, water system recently, congratulated Commissioner Mann and L. S. Kaiser, superintendent of the water bureau, on the city water system and the excellency of the public water supply.

Waterworks Makes Profit

The Lakeview, Oregon, municipal waterworks, which was purchased by the city a year ago, made a net profit of \$10,000 during the past twelve months. The profits have been put into new pipe lines. The records show a 20 per cent increase in water consumption during the period.

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LOS ANGELES

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PUT YOUR CAR IN OUR OWN
FIREPROOF GARAGE
25¢ PER DAY

HOTEL WASHINGTON

SAN FRANCISCO

GRANT AVENUE AT BRUSH STREET

MUNICIPAL PERSONNEL

Grova C. Cookerly, once city commissioner and present city engineer of Walla Walla, Washington, was named a member of the city park commission recently to succeed **John W. Langdon**, deceased.

James Alden Ames has been appointed to the San Francisco municipal bench by Governor C. C. Young to succeed the late **Cornelius W. Kelly**. Ames, prominent attorney in San Francisco, was educated in the public schools of that city and is a graduate of Stanford University and Harvard Law School. He has served as deputy district attorney, as attorney for the San Francisco Legal Aid Society and as instructor in the San Francisco Law School.

Thurlow D. Dowel, age 42, city councilman of Yuba City, California, died suddenly on October 5 at the Central Gun Club in Sutter Basin, of a heart attack. Dowell was born in Big Valley, Modoc County, California.

G. F. Waterbury has succeeded **Clifford K. Stout** as city auditor of San Diego, California. Stout resigned, having reached the retirement age on October 1. The new appointee was chief assistant auditor and controller for almost two years and during the two months previous to taking his new office was increasingly taking on the duties of the department head.

Mayor John P. Liggins of Vancouver, Washington, presided at the dedication exercises of the new municipal building recently completed in that city.

Battalion Chief Boatright of the Portland, Oregon, fire department, delivered an address on ventilation before the Cowlitz County, Washington, fire association at Longview, Washington, October 16. Chief Boatright is the head of the Portland, Oregon, fire college recently instituted to give course in fire prevention and fire fighting to the members of the fire bureau.

Ben C. Moulden and **Elmer G. Replogle** were elected directors of the Hemet Valley Chamber of Commerce, Hemet, California, at a meeting of the board held October 7. The new directors filled vacancies made by the resignations of C. C. Abbey and C. A. Keskey.

Roscoe E. Bower of Bell, California, was unanimously appointed mayor at a meeting of the city council held October 2. Bower, the old-

est member of the local city council filled the vacancy left by the passing on of "Daddy" A. L. Clarkson.

W. B. Richmond, pastor of the Bell, California, Presbyterian Church, was named to the city council, filling the vacancy left by Mayor Bower.

Dr. J. P. Sandholt, member of the city council, became mayor of Monterey, California, by the unanimous action of the council on October 7. Dr. Sandholt fills the office of **W. G. Hudson** who resigned. Hudson's resignation brought to an end a brilliant career in public office. First elected in 1925, he was elected without opposition in 1927 and 1929.

Mrs. E. I. Crane has been named to succeed her husband who resigned from the office of town treasurer of San Anselmo, California. Crane who has been in ill health for some time resigned at the advice of his physician.

E. K. Taylor, aged 70, first mayor of the city of Alameda, California, and prominent attorney of the East Bay area, died at his home on October 14. Before being elected mayor of Alameda in 1907 he served two terms in the state senate.

Police Officer McCarthy, of Bell, California, was appointed chief of the local fire department at a meeting of the city council October 20. McCarthy takes the place of **Harry Smith**, whose resignation became effective November 1.

Charles Marsh Brown, secretary-manager of the Monterey Chamber of Commerce, was selected by the local city council to fill the vacancy in the council left by the resignation of **Dr. J. P. Sandholt**, who became mayor.

Peter J. Owen, 64, superintendent of street cleaning department in San Francisco, passed away at his home Saturday, October 25. Mr. Owen had been in charge of the department for more than 28 years. He is survived by a widow and daughter living in San Francisco.

City Engineer Crownover, **Mayor Stratton** and **Health Officer Moffitt** of Yakima, Washington, left October 22 for a five-day tour of cities in Oregon to inspect sewage disposal plants.

Acting Chief of Police Manuel E. Menotti, of Sausalito, California, was appointed permanently as chief of the Sausalito Police Department by the city council. Menotti, who

joined the police force in 1924, has served as constable since 1926. He was re-elected in August, 1930, and for the past two months has been acting chief of police.

William Jane signed the oath of office at the meeting of the Renton, Washington, city council and took the seat in that body recently vacated by **David Mitchell**, resigned.

Judge Sturgis W. Whitwell of the San Anselmo municipal court resigned recently as the increase in his private practice demanded his complete attention. **George Washburn** was selected by the San Anselmo city council to fill the vacancy.

James Dillane, first assistant chief of the Portland, Oregon, fire department, returned recently from a seven weeks' motor tour through the East, in the course of which he visited many fire departments and attended the state convention of the Illinois fire chiefs.

Rhea Luper, who resigned after more than seven years as state engineer of Oregon, has been temporarily replaced by **C. E. Strickland**, pending the appointment of a permanent officer.

Joe D. Wood, Commissioner of Public Works for Idaho, resigned, effective December 1, in order to enter the transportation field in a private enterprise. Succeeding **W. J. Hall** in 1926 as Commissioner of Public Works, Wood had served since 1919 as southwest district engineer and from 1914 to 1919 as locating engineer.

A. Kempky, consulting engineer of San Francisco, has been engaged by the city of Placencia, California, to act as consulting engineer for the Santiago Creek \$750,000 dam project.

John Pengelly, brick contractor, was appointed to succeed **Karl C. Brueck** who recently resigned from the city council of Stockton, California. Brueck resigned September 16 in order to accept a speaking engagement with the Stockton Chamber of Commerce.

Jen Hanifen, deputy sheriff of Alameda County, was recently promoted to the office of under-sheriff to replace **H. M. Springer**, resigned. **William H. Crane** and **H. S. Kelsey** were appointed chief assistant deputy sheriffs.

Henry Hardt, former night watchman of Chandler, Arizona, was named September 27 to succeed **M. C. Beskham** as town marshal.

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"The Alpha and Omega"



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End Right*

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the best by every test.

Ben C. Moulden, Hemet automobile dealer, and Elmer G. Repolge, Valle Vista business man, were selected to fill the vacancies in the Hemet Valley, California, Chamber of Commerce board of directors. Moulden and Repolge will replace C. C. Abbey and C. A. Keskey who resigned.

Colonel B. C. Allin, director of the Port of Houston, has been employed as Stockton, California, port advisor by vote of the Stockton city council, October 20.

Charles Marsh Brown, secretary-manager of the Monterey, California Chamber of Commerce, was named October 21 to the local city council to fill the vacancy left by Dr. J. P. Sandholt, who became the new mayor.

O. H. Johnson, ex-mayor of Ashland, Oregon, for three terms and leading citizen for several decades, died November 1 after a long illness. Mr. Johnson had been in the jewelry business for over twenty years.

Leon V. Jenkins, Portland, Oregon, chief of police, celebrated the eleventh anniversary of his appointment as head of the department October 8. Chief Jenkins has been a member of the force for more than

twenty years, getting his appointment on October 5, 1908.

His advancement was steady. On April 30, 1912, Jenkins was promoted to the rank of sergeant; on December 1, 1915, he was made a lieutenant; on May 4, 1917, he was appointed captain; on June 26, 1919, he was named assistant chief and less than a half year later he was made chief, receiving the appointment November 8, 1919.

Frank H. Olmsted and A. H. Johnson, president and secretary respectively of the Glendale, California, city planning commission, together with Mrs. H. A. Emens, have been re-appointed by the city council.

Fire Chief C. H. Gaffney, of the St. Helens, Oregon, fire department, has resigned.

J. A. Stevens, serving his third term as mayor of Dufur, Oregon, died suddenly of heart disease on November 6. Mr. Stevens was a pioneer resident of Dufur, having been born there 51 years ago. He was for many years the local postmaster and was also the manager of the district telephone company.

W. H. Bell was chosen by the town council of Clifton, Arizona, to

succeed W. A. Smith, who resigned from the position of town clerk a month ago. Mr. Bell at once entered into the duties of his position, which also includes that of municipal judge.

Councilman Thomas R. Stribley, of Stockton, California, handed in his resignation on October 21. Stribley has served as a member of the city council for more than seven years. He has served in semi-public life for the last twenty years. He was a member of the board of freeholders which drafted the present Stockton charter and has been a councilman since its adoption.

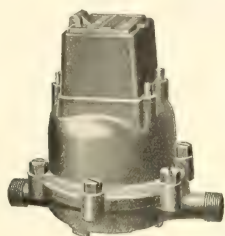
County Supervisor George H. Rostrom passed away at his home October 18, after a short illness. Rostrom, the dean of the Santa Cruz county board of supervisors, had served nearly seventeen years on the board.

City Attorney Arch M. McLay, tendered his resignation, effective November 1, to the city council of Huntington Park, California, at its meeting October 22.

Lee Porter was named recently to fill the office of street superintendent of Lynwood, California, made vacant by the resignation of Ira Cogswell.

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shown here, is a disc type—the best disc meter at any price. All bronze construction, reinforced conical disc, straight-reading register, either open or closed intermediate, as you prefer. NASH Meters are

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Keith K. Ambrose, chief of the police and fire departments of Klamath Falls, Oregon, announced that he will retire from his position as chief of the fire department on January 1, 1931.

John F. Healy, chief of the Denver, Colorado, fire department recently completed his thirty-sixth year of service in the department. Chief Healy was first appointed a member of the Denver fire department in 1894 and was made a lieutenant in 1899. Becoming assistant chief in 1903, he was appointed chief in 1912.

Mrs. Susanna Armstrong, wife of the late Hamilton Armstrong, formerly Denver chief of police, has been appointed on October 6 head matron of the Denver city jail. Mrs. Armstrong has been police matron at the city jail for the past seven years.

SAN DIEGO COUNTY LEAGUE OF MUNICIPALITIES

Coronado, Friday, October 3, 1930

The San Diego County League of Municipalities met in regular meeting in the city of Coronado on the above date.

Dinner was served at 6:30 in the Country Club House.

Music was furnished through J. Ward Hutton, leader of the orchestra at the Coronado Hotel, Miss Marini of Los

Angeles being the soloist. Mrs. Eleanor Voelker Root, who is the brilliant accompanist of the hotel orchestra, accompanied Miss Marini.

After dinner the roll of the cities was called, seven cities responding with fifty-two representatives.

The minutes of the previous meeting were read.

President Andrews brought up several matters for discussion relating to tax rates, appropriations to chambers of commerce, etc. Discussion followed by representatives Andrews, Puterbaugh, Harper, and Wright.

The secretary was requested to write a letter to Mr. Mason, former vice-president of the State League of Municipalities, felicitating him upon his continued interest and his former activities in connection with the work of said League.

President Andrews then turned over the gavel to Mayor Frank L. Wilson of Coronado, who introduced the speaker of the evening, Prof. Russel L. Story, Professor of Political Science and Law, Pomona College, who gave a scholarly address on "Some Trends in Municipal Government," discussing the development of regional consciousness; development of professional service; development of financial technique; and the utilization of research facilities.

A rising vote of thanks was extended to Professor Story and to the city of Coronado for the fine program and entertainment of the evening.

The city of La Mesa extended an invitation for the next meeting, Friday, November 7. The invitation was accepted and the League adjourned.

CHAS. F. RICHARDSON,

Secretary.

WHITNALL ADDRESSES LONG BEACH CITY EMPLOYEES ASSOCIATION

Gordon Whitnall, retiring president of the League of California Municipalities, explained the functions of the League and the great services it renders city officials of California, to more than two hundred city employees. The occasion was the first entertainment of the Long Beach City Employees' Association held at the Recreation Park Clubhouse the evening of October 6.

Assistant City Manager William H. Wallace welcomed the new organization as a useful adjunct of government and praised the employees for their motives in organizing for mutual helpfulness and the increase of efficiency.

E. L. Macdonald, the president of the association, presided at the dinner.

Members of the committee who planned the entertainment were: C. G. Van Hook, Miss Helen Huston, Jack Jelfs, W. A. Cunningham, and John B. Mosher.

Those assisting in the program of entertainment and dancing were as follows: Entertainers—Miss Grace Johnson, Mrs. Frank Harnett, T. Pearsons Romanes, Annabelle Weih, Anne Rumrill, Elizabeth Myers, and Selma Reisen. Dancers presented by the playground commission were: Misses Frances Dixon, Margaret Chalmers, Elma Ruggs, Lilias Crawford, Peggy Rumrill, Edith Grimes, Ruby Cox, and Gladys Allyn. Mrs. Golda Davis was director and Miss Bess Breazeale was the accompanist.

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Flagstaff, Ariz.
Fort Smith, Ark.
South Bend, Ind.
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Richmond, Calif.
Staunton, Va.
Bridgeport, Conn.
Crisfield, Md.
Jacksonville, Fla.
Miami, Fla.
Atlanta, Ga.
Lewiston, Idaho
Chicago, Ill.
Terre Haute, Ind.
Des Moines, Ia.
Kansas City, Kans.
Emporia, Kans.
Wichita, Kans.
Lexington, Ky.
New Orleans, La.
North Adams, Mass.
Detroit, Mich.
Kalamazoo, Mich.
Grand Rapids, Minn.
Yazoo City, Miss.
Jefferson City, Mo.
Helena, Mont.
Scotts Bluff, Nebr.
Hudson, N. H.
Wildwood, N. J.
Albuquerque, N. M.
Las Vegas, N. M.
Nashua, N. H.
Fayetteville, N. C.
Dayton, Ohio
Columbus, Ohio
Oklahoma City, Okla.
Williamsport, Pa.
Columbia, S. C.
Milbank, S. D.
Chattanooga, Tenn.
Memphis, Tenn.
Dallas, Tex.
Galveston, Tex.
Beaumont, Tex.
Seattle, Wash.
Spokane, Wash.
Moose Jaw, Sask., Can.
Honolulu, Hawaii

MUNICIPAL BRIEFS

San Diego, California, Is Contemplating a \$155,000 Steel Bridge on First Street

The bridge construction will involve 1473 cubic yards of concrete and 520 tons of structural steel. The lighting standards, paving and other items are figured in the above stated estimated cost.

Newport Beach, California, plans sewer improvements amounting to \$10,000. The plans include a sewage disposal plant, consisting of trickling filters and Imhoff tanks, to have a 2,000,000 gallons per day flow; and a 10,000 lineal feet of 24-inch sewer main. The city engineer of Newport Beach is R. L. Paterson.

Spokane, Washington, is considering the construction of a concrete bridge to be constructed over the Spokane River at Howard Street. The estimated cost is approximately \$33,000.

Oxnard, California, is proposing to install water meters throughout the city at an approximate cost of \$30,000, according to O. L. Isham, superintendent of the municipal water department.

Garbage Costs, Portland, Oregon

Burning of garbage at the city incinerator in Portland, Oregon, costs 98.75 cents a ton in September, according to a report made to Commissioner Riley by W. G. Helber, superintendent of the bureau of garbage disposal. The incinerator handled 750 loads and 1500 cubic yards were dumped in the fill. The Greely Street and St. Johns fills cared for 2926 loads or an average of 281 tons a day.

Tacoma Builds Municipal Putting Course

The metropolitan playground and recreation department of Tacoma, Washington, has laid out a putting green at Wright Park with eighteen miniature greens and fairways. The putting course is open from 10:30 a. m. to 8 p. m. every day except Sunday and Monday. A 10-cent green fee is charged which includes the use of putters and balls. This year the department conducted its second annual "Triple Threat" tournament, open to those interested in novelty competition in golf, horseshoes and tennis. Each competitor was required to enter all

three events. First place winners in each contest received six points; second place three, and third and fourth one point. The player with the highest total number of points, some of which, it was required, must have been made in each sport, was declared "Triple Threat" champion.

California County Planning Bodies Organize

California has organized what is believed to be the first state association of county planners. It is called the California County Planning Commissioners Association. The association holds four meetings a year, each in a different section of the state. The September meeting was held in Monterey on the twentieth, with addresses by the chairman of the state highway commission and the chairman of the Los Angeles County regional planning commission.

John D. Wright, chairman of the Santa Barbara planning commission, is the president of the association. The dues have been set tentatively at \$10 a year. The officers are not paid.

New Reservoir for Daly City, California

K. A. Klassen, city engineer, recently announced that surveys are being made for a one million gallon reservoir for the municipal water system.

Lower Tax Rates

The city of Alhambra, California, reports a 1 cent decrease in its tax rate.

Sheridan, Oregon, taxes will be reduced approximately 25 per cent, according to the members of the budget committee.

Medford, Oregon, Adopts Steel Code

During the month of September the Standard Specification of the American Institute of Steel Construction was adopted in Medford, Oregon.

Traffic Survey Made in San Francisco

A survey of the origin and destination of heavy traffic was recently made in San Francisco for the purpose of working out new routings for trucks between the city's water front and its seventy-five commercial areas.

Pasadena to Have Municipal Auditorium

City Manager R. Orblson of Pasadena announced that bids will soon be called for the construction of a new municipal auditorium.

Berkeley, California, Develops Water Front

Plans have been completed by R. L. Vaughn, city engineer, for a \$10,000,000 water development project. The plans call for development of Berkeley's 5-mile water front with piers, warehouses, etc.

\$500,000 Bond Election for San Diego

The City Council of San Diego has voted to hold a \$500,000 bond election for proposed water front improvements.

Study Long Beach Recreational Plan

Two of the San Jose delegates to the League of California Municipalities convention came primarily to inspect the recreational activities of the city and to examine the set-up of the Long Beach coordinated municipal and school recreation plan. George B. Hanson is chairman of the San Jose committee of fifteen, which is making a survey prior to inaugurating a recreation program. He is district passenger agent for the Southern Pacific at San Jose.

M. H. Antonacci, city planning engineer for San Jose, was the other member of the committee interested in the tour of inspection yesterday. The trip included a minute inspection of the recreation park facilities and those at the Colorado Street lagoon, and plans for the rowing course in the lagoon. David Ray Arnold, assistant director of municipal recreation, and C. G. Van Hook, engineer to the commission, accompanied the visitors on the tour.

Later Hanson and Antonacci conferred with Charles H. Hunt, director of municipal and school recreation, and a second meeting was held afterwards with Clyde Doyle, president of the playground and recreation commission, in Doyle's office in the Pacific-Southwest Building.

Claim Photo Recording is Great Saving

Recording of public documents in the Los Angeles County Recorder's office by a system of photography

would save Los Angeles County not less than \$175,000 a year, according to a survey of the recorder's office by the county bureau of efficiency, filed with the board of supervisors October 9.

The survey, filed by Sam J. Chapel, secretary of the board, recommends that the state legislature pass a bill permitting any county desiring to do so to install photographic recording and permitting the adoption of this system by Los Angeles County.

The new system would correct the present plan of allowing title companies to handle instruments in the department. This system creates a monopoly in the first use of recorded documents, having space in the office.

The survey also recommends the use of some deadening device to eliminate noise at the Broadway entrance of the Hall of Records which causes a loss of 15 to 25 per cent in efficiency of the recorder's office.

New Town to Dot Map of California

One of the first developments in Northern California as the result of railroad construction on the Great Northern-Western Pacific extension from Klamath Falls, Oregon, to Keddie, California, is the formation of a new city near Bieber, in the center of a large and fertile valley surrounded by heavy stands of timber.

Great Northern officials prophesy a population in excess of 5000 within five years.

Walla Walla to Have New Airport

Coincident with word from the state approving a \$50,000 airport bond issue for Walla Walla, Washington, the city commissioners on October first voted to purchase from the Veterans' Memorial Airport Association the land involved. The purchase price is about \$30,000, and the rest will be used for improvements.

\$10,000 Gymnasium for Cathlamet, Washington, School

A bond issue providing \$10,000 was voted in the Cathlamet School District October 2 to build a new gymnasium near the present high school building. The appropriation will be taken from the school building fund.

Municipal Building Dedicated in Vancouver, Washington

Dedication exercises were held October 28 at Vancouver, Washington, to celebrate the completion of the new municipal auditorium there.

New Public Utilities Building for Long Beach, California

Preliminary plans for a new public utilities building to cost \$200,000 have been completed, according to A. H. Adams, public service director.

San Rafael has elected fifteen free holders to frame a new city charter.

Riverside Has New Artesian Well

The city of Riverside, California, recently brought in an artesian well flowing 2,900,000 gallons per day as an addition to its domestic water supply. The flow of this well is controlled by means of one 12-inch and one 8-inch valve and is carried by a 16-inch pipe to a 30-inch concrete transmission leading to the city.

The Riverside water system has a storage capacity of 17,000,000 gallons and the supply is obtained mostly from artesian wells. There are 175 miles of 4 to 42-inch pipe and 9035 service meters, and 965 hydrants in the water system.

Los Angeles Land Deal Given Approval

The Council of Los Angeles, California, granted approval of the purchase of 12,441 acres of water-bearing farm land in the Owens River Valley by the Board of Water and Power Commissioners. The aggregate cost is \$1,771,000. These purchases will place the city in control of the entire valley, with the exception of a few isolated farms and town properties.

Seattle's Backyard Playground Contest

Seattle, Washington, has recently conducted a most successful Backyard Playground Contest. The number of entries for this year, 894, was more than twice as great as last year. Many encouraging and interesting facts were discovered in the study, but the judges were quite surprised to find so many yards equipped and used for small children, adolescents and also for adult groups. Judge Austin E. Griffiths, a member of the committee, says "the expanding nature of the backyard playground in a crowded city cannot be over-estimated."

Modesto Code School

A short course or code school on the Uniform Building Code was scheduled to begin in Modesto, California, on October 13, it was announced by the leader, C. L. Baker, building inspector. Sessions are to be held once a week in the council chamber and it is planned to go over the entire code in a period of approximately three months. The

meetings are open to architects, engineers and material men and to all others interested in familiarizing themselves with the Uniform Code, which Modesto adopted September 10.

C. D. Wailes, Jr., chief building inspector of Long Beach, California, conducted a similar code school for his ten inspectors, taking several months to go over the Uniform Code thoroughly and calling upon available authorities to assist him at the proper time.

Memorial Park for Portland, Oregon

A state-wide Memorial Park Association is being promoted to acquire and develop a 60-acre park on hill lands south of the park blocks in Portland, Oregon.

Municipal Hydroelectric Plant for Centralia

The city of Centralia, Washington, is developing a municipal hydro electric power and light plant at a cost of \$1,000,000. The contract for this plant was awarded to the Puget Sound Bridge & Dredging Company, of Seattle, on April 29, 1930. Because of an emergency, the city required that the work be completed by October 1, 1930, and included a penalty clause of \$400 per day in the contract. The construction time was so short that a number of contractors declined to bid. The plant was placed in operation September 15, two weeks in advance of the fixed completion date.

\$2,480,000 Improvements Considered for Santa Barbara

Santa Barbara, California, is considering a \$2,480,000 bond issue to finance a number of major improvements including the construction of a new \$2,000,000 Gibraltar dam. According to the program made public, a sum of \$200,000 is asked for underground water development on the Santa Barbara side of the mountains, \$90,000 for El Cielito and La Mesa Reservoirs; \$80,000 for Sheffield Reservoir; \$60,000 to replace the old redwood pipe line and \$50,000 for tunnel repairs.

Immediate action was urged by W. W. Hodges, chairman of the commission. He asked that all Water Department earnings be put in a separate fund to take care of water expansion and repairs, instead of being diverted into the general fund to take care of other city departments.

Engineers who made a water survey for the city stated that the Gibraltar Dam could possibly be raised twenty feet, but that in their

opinion, it should not be done. Expenditure for the proposed new dam could be spread over a period of seven or eight years, it was pointed out.

The commission urged that as a safeguard against possible water shortage, the vote on the bond issue be submitted to the people as soon as possible.

Pasadena Acquires 500-Acre Camp Site

The city of Pasadena, California, has recently acquired a 500-acre recreation camp site at Pine Flats in the Angeles Forest. This year the city will expend \$2500 in development of the site for municipal use.

Association Formed to Develop Beaches

California has a new organization known as the California Beaches Association with F. E. Wadsworth, superintendent of the Los Angeles County Recreation Department, as president, and J. R. Hunt, manager of the Venice branch of the Los Angeles Chamber of Commerce as secretary-treasurer. The development of the beaches of California will be the objective for which this organization will strive.

The San Diego tax rate shows a decrease of one per cent for the fiscal year 1930-1931.

Playground Ball Leagues Popular in Seattle

More than 5000 children and adults participated in the fast growing playground ball leagues organized during the summer by the playground division of the Seattle park department. The game was the most popular of all playground sports, ranking above volley ball, tennis, and other games.

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STATEMENT OF OWNERSHIP, MANAGEMENT, CIRCULATION, ETC. REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912

for October 1, 1931

I, the undersigned, being the publisher or business manager of the publication entitled *PACIFIC MUNICIPALITIES*, do hereby certify that the following is a true and correct statement of the ownership, management, circulation, etc., of the above publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 433, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Municipal Publishing Co., Ltd., 1955 Market Street, San Francisco; Editor, Geo. H. Allen, 1955 Market Street, San Francisco; Managing Editor, Geo. H. Allen, 1955 Market Street, San Francisco; Business Manager, M. B. Bothwell, 1955 Market Street, San Francisco.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholder owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Municipal Publishing Co., Ltd., Wm. J. Locke, H. A. Mason, Philip P. Levy, J. R. Bothwell, Geo. H. Allen, J. D. Gibson. All of the above are at 1955 Market Street, San Francisco, California.

3. That the purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is: (This information is required from daily publications only.)

M. B. BOTHWELL,
Business Manager.

Subscribed to and sworn to before me this 11th day of October, 1931.

(SEAL)

MATTIE G. STIRLING,

Notary Public in and for the City and County of San Francisco, State of California.

(My commission expires June 14, 1932.)

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RECENT COURT DECISIONS

Reported by WILLIAM J. LOCKE
Secretary-Manager, League of California Municipalities

PACIFIC COAST DECISIONS

Defective Streets, etc., Liability.—On July 11, 1930, in the case of *Johnson vs. City of Santa Fe*, the Supreme Court of New Mexico handed down a decision holding city liable in damages for injuries sustained by a woman falling into an open sewer trench excavated by a contractor employed by the city. (290 Pac. 793.)

On August 27, 1930, in the case of *Damgaard et ux vs. Oakland High School, etc.*, the Appellate Court of California handed down a decision reversing judgment of the lower court (wherein the plaintiff, a minor, was awarded \$15,000) on account of erroneous instructions given to the jury by the trial judge. Rehearing denied. (290 Pac. 1047.)

Zoning.—On August 19, 1930, in the case of *Wheat et ux vs. Barrett*, the Supreme Court of California handed down a decision holding that persons securing a writ of mandate compelling the issuance of a building permit under a void zone ordinance obtained no vested right thereby which required the city to issue permit after the passage of a new zoning ordinance. (290 Pac. 1033.)

On August 21, 1930, in the case of *Del Fanta et al. vs. Sherman et al.*, the Appellate Court of California handed down a decision holding that the provisions of a zoning ordinance prohibiting the use of an engine in excess of five horse-power within a residential district, regardless of surrounding conditions, was arbitrary and unreasonable. (290 Pac. 1087.)

Street Assessment on Cemeteries.—On July 31, 1930, in the case of *Hollywood Cemetery Association vs. Powell, etc.*, the Supreme Court of California handed down a decision holding that the statute governing subdivision of land was applicable to cemetery lots rather than Section 608 of the Civil Code; also that a cemetery might be assessed as a unit for street work. (291 Pac. 397.)

Street Assessment District.—On August 30, 1930, in the case of *Allen et al. vs. City of Los Angeles*, the Supreme Court of California, in an attack on street proceedings, held that the extent to which abutting property will be benefitted is purely a legislative question, and that the

passing of an ordinance of intention under the street opening act of 1903 must be considered as a finding of fact upon all prerequisite issues necessary to the council's action.

Airport in Park, a proper park use.—On September 9, 1930, in the case of *Schmoldt vs. Oklahoma City*, the Supreme Court of Oklahoma handed down a decision holding that a portion of a public park may be set aside for use as an airport, the same being an appropriate use of a park. (291 Pac. 119.)

Use of Premium from Sale of Bonds.—On July 24, 1930, in the case of *City of Oakland et al. vs. Williams*, the Appellate Court of California handed down a decision holding that the premium secured from the sale of bonds constituted part of the proceeds to be used for the purpose for which the bonds were voted, and not for their interest and redemption. (290 Pac. 1044.)

Examination of Plumbers.—On August 26, 1930, in the case of *City of Tacoma vs. Fox et al.*, the Supreme Court of Washington handed down a decision holding that an ordinance requiring journeymen plumbers to take an examination for certificate of competency was a valid exercise of the police power. (290 Pac. 1010.)

Police Pension.—On August 29, 1930, in the case of *Buckley vs. Roche et al.*, the Appellate Court of California handed down a decision holding that the death of a policeman occurring from heart spasm in climbing stairs to his work resulted from an injury sustained in the performance of his duty. (290 Pac. 646.)

Contract for Water Supply.—On August 26, 1930, in the case of *Friese vs. Edmonds et al.*, the Supreme Court of Washington handed down a decision holding that a contract between the City of Edmonds and plaintiff for a water supply did not create a debt which required comparative bidding. (290 Pac. 856.)

IMPORTANT DECISIONS IN EASTERN STATES

Zoning Regulations.—N. Y. Sup. Unreasonable zoning ordinance must give way to constitutional rights of property owner.—*Fox Meadow Estates vs. Livingston*, 242 N. Y. S. 86.

Fla. Zoning ordinance applied to prevent construction of jail on county premises in undeveloped part of city held arbitrary, unreasonable and invalid.—*State vs. Du Bose*, 128 So. 4.

U. S. C. C. A. N. H. Company purchasing land from city for residence purposes could not recover on ground of city's subsequent improper exercise of police power in passing zoning ordinance.—*America Land Co. vs. City of Keene*, 41 F. (2d) 484.

Board of Appeals in Zoning.—Mo. Board of zoning appeals is administrative body without power to modify, amend, or repeal general rules and regulations of zoning ordinance.—*State ex rel. Nigro vs. Kansas City*, 27 S. W. (2d) 1030.

Board of zoning appeals may modify application of zoning ordinance in specific case where strict enforcement would cause unnecessary hardship.—*Id.*

N. Y. Sup. Power to vary zoning ordinance is largely within discretion of board of standards and appeals, and exercise thereof will not be interfered with except for clear abuse.—*Vessell vs. Walsh*, 243 N. Y. S. 518.

N. Y. Sup. Exercise of discretion by board of standards and appeals within its power cannot be reviewed in absence of bad faith.—*Hall vs. Walsh*, 243 N. Y. S. 602, 137 Misc. Rep. 448.

Conn. Applicant by his application for modification of zoning ordinance and recourse to board of appeals, recognized its validity, and could not thereafter assert its unconstitutionality.—*Lathrop vs. Town of Norwich*, 151 A. 183.

Defective Streets, etc.—Liability.—Ga. App. Notice of defect in sidewalk will be presumed if existing for such time that reasonable diligence would have disclosed defect, and proof of actual knowledge is unnecessary to render municipality liable for injuries (Civ. Code 1910, § 898).—*Braddy vs. City of Dublin*, 154 S. E. 204.

Whether city had sufficient opportunity to discover defect in meter box top, removed within 24 hours prior to accident, caused by loose cap of box, held for jury.—*Id.*

Tex. Civ. App. Evidence held to sustain finding of negligence on part of city in constructing sidewalk with

steel or glazed finish on steep grade.—City of Austin vs. Brunet, 27 S. W. (2d) 584.

Pa. Super Ct. One falling into unguarded hole in city park in daylight is presumed contributorily negligent.—Klein vs. City of Pittsburgh, 97 Pa. Super. Ct. 56.

Billboard Regulations.—Municipal corporations may prescribe manner of construction of billboards, compel use of safe materials, limit, size and location, require clean and sanitary maintenance, and prohibit indecent or immoral advertisements if regulations reasonably tend to protect public safety, etc., and do not unnecessarily invade private property rights.—General Outdoor Advertising Co. vs. City of Indianapolis, Department of Public Parks, 172 N. E. 309.

Ordinance declaring signboards etc., within ten feet of street line public nuisances, held illegal as not proper under police power.—Federal Advertising Corporation vs. Recorder of Borough of Fairlawn, 151 A. 285.

Delegation of Powers.—Cal. App. Provisions of ordinance authorizing 20 per cent of users to petition for change of garbage collectors held not unlawful delegation of power.—Serv-U-Garbage Co. vs. Board of Health of City and County of San Francisco, 290 P. 519.

Mo. App. City cannot delegate legislative power, but may delegate power to determine facts upon which application of law is dependent.—Fred Wolfman Bldg. Co. vs. General Outdoor Advertising Co., 30 S. W. (2d) 157.

Right to employ realty brokers.—N. J. Sup. Municipality's statutory power to lease municipal lands held to include power to employ necessary real estate broker; commissions being paid from rents without competitive bidding.—Child vs. Board of Commissioners of City of Newark, 151 A. 203, 8 N. J. Misc. R. 597.

Street trees, authority over.—La. Abutting owner cutting down tree growing between curb and sidewalk was liable to city in damages, such action being trespass and wanton disregard of proprietary rights.—City of New Orleans vs. Shreveport Oil Co., 128 So. 35.

Stadium a public building.—Ohio App. Stadium held to be "public building" which could be constructed and maintained by municipality.—Meyer vs. City of Cleveland, 171 N. E. 606, 35 Ohio App. 20.

Notice of Special Meeting.—Neb. Member of council who is out of

state and physically unable to be present need not be given notice of special meetings (Comp. St. 1922, § 4167).—Burrows vs. Keebaugh, 231 N. W. 751.

Using streets for advertising.—Fla. Ordinance prohibiting operation on certain streets of vehicles used for advertising held valid within charter permitting municipal regulation of use of streets (Sp. Acts 1927, c. 13377, § 3 (i)).—Noel vs. Griffin, 129 So. 511.

Negligence of Pedestrian.—Pa. Super. Ct. One using public highway is not necessarily negligent because she does not take another and safer route.—Court can say as matter of law that pedestrian's use of more dangerous public way is negligence only where danger is so imminent that an ordinarily prudent person would avoid it.—Wright v. Borough of Bellefonte, 95 Pa. Super Ct. 196.

Exclusive Garbage Collection.—Ind. Ordinances providing for exclusive collection of garbage are upheld on ground of public policy, though depriving owner of opportunity of selling garbage and interfering with livelihood of scavengers.—Jansen Farms v. City of Indianapolis, 171 N. E. 199.

Chain Stores, Licensing.—That one person reaches trade by establishment of several stores does not warrant different classification for taxation from person operating one store and reaching trade by delivery or otherwise (Const. U. S. Amend. 14; Const. Ind. art. 1, § 23, and art. 10, § 1).—Id.

SECRETARY'S PAGE

(Continued from Page 460)

which, by the way, constituted the largest assemblage of city officials ever gathered together in the western hemisphere.

Kindly send your orders to League headquarters as early as possible. The volume of proceedings will be sold at their estimated cost, which is \$2.00 per copy (if paper covered), and \$2.50 for hard bound copies.

FORMER PRESIDENT WHITNALL FULLY RECOVERED

The many friends of former President Whitnall will be glad to know that he has fully recovered from the illness that attacked him on the afternoon of the third day of the

convention. It deprived him of the pleasure of presiding over its closing deliberations and prevented his attendance at the concluding banquet. He was taken down with incipient influenza and, in order to avoid any danger of pneumonia the doctors ordered him to bed. However, after a few days' rest he was back again on the job with his old time vigor and enthusiasm for the cause of better municipal government.

OUR NEW PRESIDENT

In accordance with custom and the policy of geographical representation, the nominating committee appointed by the different sections of the Long Beach convention looked to the northern part of the state for the League's new president, with the result that their choice fell on the Hon. C. H. S. Bidwell, mayor of Sacramento, the capital city.

It is apparent from the general opinion expressed that no better choice could have been made, and it is freely prophesied that the committee's selection, which was unanimously endorsed by the convention, is an assurance of the League's continued progress and prosperity.

Mayor Bidwell stands for clean and progressive city government, and his public career is one of which any man might be proud. The League is indeed fortunate that its new president represents the capital city as its chief executive, especially in view of an approaching session of the legislature. That fact, in itself, will give the League a standing at Sacramento which is certain to prove most valuable. Let us rejoice in the happy selection of Mayor Bidwell as our new president, and do everything to make his administration, like that of his predecessor, an outstanding success.

DIRECTORS' MEETING

The board of directors of the League will hold a meeting in San Francisco on November 29. The most important business before the board is the appointment of a manager for the new Public Utilities Service Department, which was authorized at the Long Beach convention.

The new department will commence to function immediately, and it is confidently expected that before many months are passed the wisdom of having established this branch of the League will be clearly manifested.

COMPLETE REGISTRATION

32nd ANNUAL CONVENTION

League of California Municipalities

LONG BEACH, OCTOBER 6-10, Inclusive

Alameda

W. E. Varcoe, City Clerk and Purchasing Agent; Edward J. Silver, City Attorney; Mrs. J. Walker; Joseph B. Kahn, Superintendent, Board of Public Utilities; Mrs. Joseph B. Kahn; William J. Locke, Secretary Manager, League of California Municipalities; Mrs. William J. Locke; Dr. A. Hieronymus, Health Officer; Clifton E. Hickok, City Manager; Mrs. C. E. Hickok; Beverly Hickok; Burnett Hamilton, City Engineer; Billy Moebus; Mrs. W. H. Moebus.

Albany

Louis J. Hardie, City Attorney; Iris M. Hardie.

Alhambra

Guy S. Archer, President, City Planning Commission; John M. Coulter, Purchasing Dept; Anna Connell, Bond Clerk, Treasurer's Office; H. M. Bachle, Superintendent, Water Department; E. Burlingame, Commissioner of Public Safety; R. D. Morrow, Health Department.

Otto N. Rugen, City Engineer and Street Superintendent; Mrs. Otto Rugen; Arthur Veit, Building Inspector; J. M. Thompson, Chief of Police; A. E. Stockburger, City Manager; Mrs. A. E. Stockburger; S. J. Stewart, M. D., District Health Officer; Madeline E. Woodbury, Deputy Street Superintendent; W. W. Nuzum, Commissioner of Finance; Victoria Nuzum; Phelps, E. W.; P. Orwell Lieberg, Planning Commissioner; W. M. Jarrett, Assistant City Engineer; Glenn D. Hager; Ruby Hartzig, Secretary to City Manager; George Hartzig, City Planning Commissioner; L. Emerson Winter, Superintendent of Parks; R. D. Wickham, City Attorney; Mrs. Pearl Claflin, Secretary, Planning Commissioner; J. W. Clay, Assistant Engineer Water Department; Evelyn T. Caulk, City Treasurer; Beatrice Dredge, Deputy City Clerk; T. B. Downey, Chief Engineer and Superintendent Water Department.

Altadena

W. D. Davies, Altadena Citizens' Association; C. S. Farnsworth.

Anaheim

A. G. Turner, Auditor; R. E. Smith, Food and Sanitary Inspector; J. W. Price, City Manager; L. E. Miller, Mayor; G. Milaard Parks, City Planning Commission; W. J. Lake, Deputy Comptroller; E. P. Hapgood, City Engineer; Charlotte S. Hapgood; V. M. Hannum, Superintendent, Light and Water Department; H. L. Bighain, Chairman, Planning Commission; Miss Elsie H. Bennetts, County Health Nurse.

Arcadia

Florence Shaver, Assistant City Clerk; Gladys T. Randall, Chief Clerk, Water Department; Mrs. Ethel Watson; G. B.

Watson, City Engineer; John M. Walshe, Mayor; H. A. Seaman, Councilman; G. G. Meade, City Clerk; Mrs. Emma D. Meade; Harry A. Link, Councilman; John J. Bottena, Councilman; C. B. Falkner, Chairman, Planning Commission; Myron Baldwin; B. A. Baldwin, City Treasurer; Mrs. B. A. Baldwin; A. N. Multer, City Planning Commission.

Atwater

Dr. Cotton, County Health Officer.

Auburn

Dr. Theodore Snapp, City and County Health Officer.

Avalon

L. B. Wiggins, Sanitary Inspector; Mrs. L. B. Wiggins.

Bakersfield

F. H. Lucas, Milk Inspector; Dolores S. Lucas, Kern County Bacteriologist; C. F. Johnson, Councilman; Dean R. Hurley, City Assessor; R. H. Hubbard, Chief Inspector, Building Department; J. Holfeldt, City Engineer; H. D. Headen, Councilman; V. Van Riper, City Clerk and Auditor; Mary B. Williams, County School Nurse; Dorothy Somerville, City School Nurse; W. D. Clarke, City Manager; Beatrice A. Davis, Secretary, Health Department; P. J. Cuneo, Health Officer; Mrs. P. J. Cuneo; F. S. Benson, Councilman; W. M. Corbett, Councilman.

Bel

Elizabeth Miller, Deputy Treasurer; I. N. Vaughn, City Clerk; Ethel Corwin, Deputy City Clerk.

Berkeley

S. P. Koch, Building Inspector; J. H. Kimball, Accountant-Secretary, East Bay Municipal Utility District; M. E. Jaffa, Chief, Bureau Food and Drugs, California State Board of Health; Harold L. Hock, City Assessor; Hollis R. Thompson, City Manager; E. A. Reinke, State Department of Public Health; Mrs. E. A. Reinke; Earl J. Sinclair, City Attorney; Mrs. Earl J. Sinclair; W. M. Dickie, State Director of Health; C. G. Gillespie, State Board of Health; Louis Bartlett, ex-President, League of California Municipalities.

Beverly Hills

Arthur Minnick, Street Lighting Engineer; N. R. Metz, City Engineer; Russell L. McKown, Landscape Architect; Alfred C. Kuehl, Landscape Architect; A. Curtis Smith, Assistant City Attorney; Herbert J. Scott, Purchasing Agent, Engineer's Department; Richard C. Waltz, City Attorney; Arthur Crooke, Pittsburgh Equitable Meters; B. J. Fittinger; C. C. Blair, Chief of Police.

Brawley

O. May Juncell, City Clerk; Mrs. Earl C. Pound; F. W. Greer, Publicity Director, Imperial Irrigation Director; Mrs. F. W. Greer.

Burbank

James H. Mitchell, City Attorney; Mrs. James H. Mitchell; J. H. McCambridge, Superintendent Public Service; C. A. Thompson, Councilman; Mrs. C. A. Thompson; H. I. Stites, City Engineer; Mrs. Marian F. Stiles; W. H. Stroud, Councilman; Dr. T. H. Ransom, Health Officer; Mrs. Pearl Ransom; W. E. Smith, City Treasurer; Mrs. W. E. Smith; F. S. Webster, City Clerk; Mrs. F. S. Webster; Irving S. Watson, Police Judge; W. S. Patterson, City Manager; Mrs. W. S. Patterson; J. B. Davidson, Member Planning Commission; Belulah L. Brandt, Secretary to Street Superintendent; Norma M. Groebli, Secretary to City Manager; J. J. Groebli, Playground and Recreation Department; H. E. Bruce, Mayor; N. Forni, Form Manufacturing Company; H. F. Coffman, Councilman; Mrs. Harry Coffman.

Burlingame

C. F. Henderson, Chairman, Water Commission; J. E. Davis, City Attorney; Mrs. J. F. Davis; C. A. Buck, Mayor; Mrs. C. A. Buck; J. R. Murphy, City Clerk and Assessor.

Calapatria

Helen M. Kuns, City Clerk.

Carlsbad

Fred A. Wilkie, Engineer, Carlsbad Sanitary District.

Carmel

Argyll Campbell, City Attorney.

Chico

M. C. Polk, City Engineer; Mrs. M. C. Polk.

Chula Vista

R. J. Wharton, Building and Sewers; Ella J. Wharton; Arthur Done, Mayor; Mrs. Arthur Done; F. B. Andrews, City Attorney.

Clements

Barbara Warren, Deputy Auditor.

Colton

C. F. Whitmer, Health Officer; Olive Phillips, City Clerk; W. A. Broucher, Assistant Water and Light Collector.

Compton

A. G. McDowell, Water Superintendent; B. B. Hedrick, City Treasurer; Mrs. Maude Hickok, City Clerk; Glen Rood, City Engineer; Dr. H. G. Palmer, Member City Planning Commission; Mrs. H. G. Palmer; Laura E. Clark, Assistant Registrar; A. B. Gidley, City Manager; Mrs. A. B. Gidley; F. E. Estes, M. D., District Health Officer; Daisy Bell, Assistant City Clerk; A. C. Coney, City Attorney.

Corona

Herbert M. Key, Mayor; Mrs. Herbert M. Key; A. M. Hinkley, City Clerk; A. H. Hanapel, City Engineer; Dr. W. S. Davis, Health Officer; C. Canville, Building Inspector; H. G. Daniels, Street Superintendent.

Coronado

Louis Millen, City Planning Commissioner; Edwin A. Ingham, City Manager; Frank L. Wilson, Mayor; Niel Roy, City Clerk; Katherine Roy; J. W. Puterbaugh, City Attorney; J. J. Porter, M. D., City Health Officer; J. H. Fendleton, Member San Diego County League of Municipalities; A. B. Fry, Councilman.

Culver City

Dr. Harry E. Anderson, Health Officer.

Dinuba

Dr. Edgar Bingham, City Health Officer.

El Centro

I. A. Thomas, Chamber of Commerce; J. C. Neale, City Clerk; Walter C. MacDonald, Milk and Dairy Inspector; Leo Hetzel, Chamber of Commerce; Warren F. Fox, Health Officer, Imperial County; W. J. Clements, Councilman; R. E. Couch, Councilman.

El Monte

J. C. Ellis, City Engineer; Mrs. J. C. Ellis; Beatrice E. Darling, City Clerk; J. E. Clemenson, Street and Water Superintendent.

Elsinore

S. M. Rice, Councilman; C. T. Kalina, City Clerk; S. J. Brimhall, M. D., Health Officer.

Emeryville

George Rothganger, Health Officer.

Escondido

L. K. Wharton, Mayor; A. S. Wilson, County Planning Commission; John Speer, City Clerk.

Eureka

W. R. Schofield, Executive Secretary, Humboldt County Planning Commission; May M. Pettigill, Member Humboldt County Planning Commission; Emily L. Jones, Mayor.

Fellows

Ada M. Buckridge.

Fresno

Z. S. Leymel, Mayor; G. H. Long, County Health Officer; Miles O. Humphrey, City Planning Commission; Mrs. Miles O. Humphrey; Claude A. Rowe, City Attorney; George F. Sharp, Legislative Commissioner; Dr. D. F. Goyner, City Milk Inspector; Mrs. D. F. Goyner; Geo. H. Ball, Legislative Commissioner; Mrs. Geo. H. Ball, Hayden F. Jones, Tax Commissioner.

Fullerton

L. H. Marshall, Assistant Superintendent Streets; Elizabeth McFadden, City Nurse; O. A. Kreighbaum, Councilman; Lydia Koonst, School Nurse; C. W. Flying, Sanitary Inspector; Mrs. C. W. Flying; J. Chas. Johnson, City Treasurer; Mrs. J. Chas. Johnson; F. C. Hezmalhalch, City Clerk; Mrs. F. C. Hezmalhalch; Robert H. Hammond, Sanitary Department; C. M. Thorpe, City Engineer and Superintendent of Streets; Mrs. C. M. Thorpe; Harry E. Byrum, Park Superintendent.

Gardena

Carolyn A. Gregory, City Clerk.

Garden Grove

H. Clay Kellogg, Civil Engineer.

Gilroy

Raymond Burgess, Superintendent of Public Works.

Glendale

Bernard Brennan, City Attorney; P. H. Calahan, Assistant Secretary, State Board of Registration for Civil Engineers; J. W. Charles, City Manager; G. E. Chapman, City Clerk; P. Diederich, Superintendent, Water and Light Department; G. Delgado; Gladding McBean; Sam A. Davis, Councilman; Mrs. Sam A. Davis; Blanche H. Gartley, City Treas-

urer; H. A. Eddy, Assistant City Engineer; Mrs. H. A. Eddy; D. E. Smallhorst, M. D., District Health Officer; H. C. Saulsberry, Comptroller; Mrs. H. C. Saulsberry, Glendale; William S. Post, Flood Control Engineer; Florence Howland Mills, City Planning Association; Richard A. Koch, Health Inspector; C. E. Kimlin, Mayor; Aubrey N. Irwin, Assistant City Attorney; Will D. Hope, Planning Commission; Katherine C. Hogan, Assistant Registrar, Los Angeles County Health Department; Rae M. Handmaker, Public Health Nurse; Jack C. Albers, City Engineer; Mrs. Jack Albers; T. Ralph Goodman, Senior Draftsman; Sam A. Davis, State Department of Agriculture; L. W. Cole, Gladding McBean & Co.; W. H. Baker Jr., Structural Engineer; W. J. McIntyre, Right of Way Engineer.

Glendora

A. B. Venberg, City Planning Commission; E. F. Underhill, City Planning Commission; C. W. Wilhite, Mayor; Arthur De Mott, City Engineer; E. L. Comstock.

Huntington Park

Arch McLay, City Attorney; W. P. Mahood, City Clerk; George M. Malkin, M. D., District Health Officer; Clifford J. Cummings, Milk Inspector, Los Angeles County Health Department.

Huntington Beach

C. H. King, Councilman; S. M. Whitfield; Henry Virth, Street Superintendent; H. N. Newland, Deputy City Clerk; D. H. Westmoreland, Sanitary Inspector; Grace M. Broeze, Assistant City Treasurer; Helen Axton, City Clerk's Office; E. G. Conrad, Councilman.

Hermosa Beach

David Sampson; Mary Sampson; Mrs. David Sampson; S. D. Sampson, City Treasurer; Charles F. Saunders, City Engineer.

Hemet

Carrie Palmer, Public Health Nurse.

Hayward

John Lee Wilbur, City Planning Commission; M. B. Templeton, City Clerk and Assessor; Mrs. M. B. Templeton; Dr. N. E. Clemens, Health Officer.

Hawthorne

C. W. Leonard, City Councilman; F. A. Jones, Mayor; Loren Howe, Chairman, Planning Commission; Mrs. Alpha Rose, Office Manager, Hawthorne Municipal Water Works; Jack Ramage; Mrs. Jack Ramage, Regional Planning Commission; Robert C. Ramage, Regional Planning Commission; W. Frank Fraser; Mrs. W. Frank Fraser.

Hanford

G. E. Ladd, Los Angeles Milk Inspector; G. M. Wilson, Mayor; Mrs. G. M. Wilson; Hattie M. Rosenfeld, King County Nurse; S. H. Jacobs, City Attorney; Mrs. S. H. Jacobs.

Inglewood

Otto H. Duelle, City Clerk; Mrs. Otto H. Duelle; Mrs. Emma Duelle; Clyde Woodworth, City Attorney, South Gate; Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding; Mary S. T. Thomson; Harriet J. Bell, Public Health Nurse.

Julian

Mrs. Julian Hildreth.

Kern County

Charles H. Smith, Deputy Health Officer.

King City

Judge J. P. Mandl, City Attorney; Mrs. Mary G. Mandl.

Laguna Beach

William Switzer, Water Superintendent.

ent; G. W. Prior, Clerk; J. Sutphen Slower, Assistant City Engineer; Leslie F. Kimmel, City Attorney; Frank P. Goway, City Engineer and Street Superintendent.

La Habra

H. A. Robinson, Councilman; H. A. Randall, Councilman; A. C. Carley, City Clerk.

Lake Arrowhead

Morris Ellinger, Assistant City Engineer.

La Verne

Chas. R. Stead, City Attorney; Arthur Durward, Mayor.

Lemoore

W. C. Truckell, Councilman; Edith Truckell; L. S. Stepp, Councilman; Mrs. L. S. Stepp; J. C. Poindexter, Mayor; Mrs. J. C. Poindexter; W. W. Sheahan, City Clerk and Assessor; Mrs. W. W. Sheahan; J. H. McGlashan, Councilman; Mrs. J. H. McGlashan; J. Burke, Councilman; Mrs. J. Burke.

Lindsay

Annie L. Bond, M. D., Health Officer; E. V. Bogart, City Clerk; Mrs. E. V. Bogart.

Lodi

J. F. Blakely, City Clerk and Assessor.

Lompoc

Eleanor T. Kennedy, County Public Health Nurse.

Long Beach

A. H. Adams, Director of Public Service; David Roy Arnold, Assistant Director, Municipal Recreation; Gilbert W. Arnold, Park Commissioner; Mrs. Pearl E. Arnold.

Frank W. Barker, Sanitary Inspector, Health Department; J. J. Barton, Councilman; Alexander Beck, Member County Planning Association; Dr. J. A. Bergan, City Veterinarian; L. Bertram, Clerk Auditor's Office; Mrs. Ethel Beban, Social Service; Esther Black, Deputy Clerk Auditor's Office; Chalmers Bower, Sanitary Engineer's Office; Harlan V. Boyer, Deputy City Attorney; Charles D. Bradley, Auditor's Office; Norman F. Bramley, Deputy City Assessor; F. W. Brejcha, Deputy Auditor; J. Oliver Brisson, City Clerk; Mrs. J. Oliver Brisson; Cleora Brooks, Secretary, City Manager; Edwin S. Bryant, Assistant Superintendent, Gas Department; B. C. Bubb, Representative, Purchasing Department; Mrs. B. C. Bubb; W. E. Butler, Assistant, City Engineer's Office.

Nelle M. Carroll, Clerk, City Treasurer's Office; Lily D. Carter, Public Utilities; Frank Church, Councilman; Mrs. Frank Church; Fred B. Clarke; Dr. Margaret Clark; Member Public Health Committee; Fillmore Condit, ex-Mayor; O. E. Coombs, Statistical Deputy Auditor; Leota Craner; Clara V. Critchett, Public Health Nurse, City Health Office; Marie E. Crow, Public Utilities; C. H. Cunningham, Water Department; Mrs. C. C. Cutchshaw, Director of Playground and Recreation Department.

Frank M. Davenport, Supervisor of Aquatics; J. Lee Davidson; Mrs. Warren B. Davis, 1929 Member of Planning Commission; D. DeJong, Foreign Trade and Harbor Development.

Mrs. D. DeJong; Florence Doane, Public Utilities; Major E. S. Dobbin, Councilman; Mrs. E. S. Dobbin; Thelma Dillman, Deputy City Clerk; Mary Dillman, Minute Clerk; Gail J. Duffield, Chief Street Inspector; Squire F. Du Ree, Amusement Director.

Augusta C. Emley, Deputy Assessor; Carl R. G. Ericson, Draftsman.

A. E. Fickling, Mayor; A. Milton Fish, Supervisor of Athletics; Harry E. Foster,

Division Engineer, L. L. Foster, Public Address.

Helen Gaisford, Stenographer, City Manager's Office; Roland L. Gielow, Engineering Department; Jess D. Gilkerson, Street Lighting Engineer; Peggy Gleason, Public Utilities; Myrtle L. Goff, City Auditor.

F. T. Hallmann, Housing Inspector; Corinne Hanson, Auditor's Clerk; Burt Harmon, Hydraulic Engineer; E. H. Harnett, Assistant City Engineer; Dr. Frank Harnett, Director of Play; Ira S. Hatch, Chairman, City Planning Commission; Oscar Hauge; Frank H. Houghton, Deputy Assessor; Mark H. Houghton, Engineering Department; Stanley W. Houghton; Bertha E. Hufford, Deputy Treasurer; John K. Hull, City Prosecutor; Dorothy Hussey, Deputy City Clerk; J. W. Husted, Map Draftsman.

Alice Irion; Jesse A. Jackson, Landscape Engineer; John T. Jells; Cortes J. Johnson, Engineer's Office; Kathrin T. Johnston, Clerk, City Treasurer's Office; Russell Johnson, Engineering Department; R. W. Jones, ex-Councilman; Frances Judd, Auditor, Deputy Clerk.

F. E. Keith, ex-Assistant City Manager; D. R. Kennedy; Arch V. Kerr; Mae D. Keyfel, Chief Clerk, Public Service and Engineering Department.

Clarabelle Lawry, Public Utilities; C. C. Lewis, City Manager; Tairy Lynde, Official Convention Photographer; Frances P. Lynn, Stenographer, Assessor's Office; Edwin L. MacDonald, Assistant City Clerk; Mrs. Myra Mackay, Long Beach Tuberculosis Association; W. F. Mason, Deputy City Assessor; Raymond S. McLaughy, Deputy City Assessor; Charlotte E. McGee, Long Beach Tuberculosis Association Public Health Nurse.

Dr. G. E. McDonald, Health Officer; W. A. McNeely, Draughtsman; Louis D. Mendonsa, Chief Food Inspector; Frank E. Merriam, State Senator; David H. Merrill, Secretary, P. C. B. O. C.; Nannie Mockbee, Secretary to the Mayor; Peter Mohrbacker, Park Superintendent; Valna Moore, Deputy City Clerk; H. C. Morse, City Treasurer; Rose H. Murtaugh.

Alex Napier, Engineer; George L. Nelson, Draftsman; Adalbert J. Newman, Engineer.

John O'Brien, Sheriff.
Jesse M. Pace, Secretary, Civil Service; P. H. Pandé; Fred M. Parker, Quarantine Officer; W. H. Partridge, Superintendent, Gas Department; H. Paterson, City Engineer; Dorothy Patterson, Public Utilities; Oliver S. Peacock, Councilman; Frank L. Peck, City Purchasing Agent; Hazel Pennock, Public Utilities; Flora M. Phelps; Fred S. Porter, Division Engineer, Water Department; H. G. Pottenger, Commercial Secretary.

Norland M. Reid, City Attorney; T. A. Reynolds, Engineering Department; Edith A. Rhea, Chief Deputy City Clerk; E. F. Richards, Bookkeeper; Harry B. Riley, Neumer Corp.; Maurice H. Robertson, Architect; Irma Jean Rodgers, Stenographer; Betty Ross, Clerk, Engineer's Department.

Alice B. Saffold, Office Manager, Department of Public Utilities; W. B. Sammons, Engineer; Margaret Scott, Typist-Clerk, Assessor's Office; P. M. Scott, Special Surveyor; W. L. Sears, Member Long Beach Realty Board; Clark H. Shaw, Chief Engineer, Water Department; Lily Shields, Public Health Nurse; Nell Short, Auditor, Deputy Clerk; W. Clifford Smith; Leah Smuck, Clerk, Assessor's Department; John G. Spielman, City Assessor; Mrs. J. S. Spielman; B. B. Stakemiller, Coun-

ty Engineer; W. S. Stewart, Municipal Assistant Health Officer.

R. B. Taplin, Planning Engineer; Carl Tennant, Superintendent, Sewage Disposal; D. S. Thomas, Engineer; Helen Thompson, Stenographer; Mathoniah Thomas; William A. Vandecar, Deputy City Assessor; C. G. Van Hook, Engineering Playground and Recreation Commission; Beach Vasey, Deputy City Attorney; Leoda Vollmar, Acting Secretary, City Planning Commission.

William H. Wallace, Assistant City Manager; Mrs. L. W. Welch, Play Director, P. R. C.; C. Kenyon Wells, Engineering Department; Vada K. Wilbur, Deputy Assessor; Mary L. Wilson, P. H. N. and T. B. C. Ass'n; Violet Wohlwend, Secretary to City Clerk; Edna D. Ziesenhenn.

LOS ANGELES

A

W. Akers, Engineer, Seagrave Corporation; W. J. Anderson, City Health Department; Mrs. W. J. Anderson; Vernon Ashworth, Dairy Technician; Carol Aronovici, Consultant; R. S. Austin, Welfare Division.

B

George E. Bailey, Sanitary and Housing Inspector; Donald M. Baker, Consulting Engineer; Marion S. Baker, Sanitary Inspector; Dana W. Bartlett, Association of City Planners; L. B. Bennett, M. D., Deputy Director, Health Department Los Angeles City Schools; S. W. Benson, Inspector, Health Department; David Berniker, Superintendent, Construction and Maintenance Playground and Recreation Department; John R. Berryman Jr., Auto Club of Southern California; Edwin A. Bird, Sanitary Inspector; Ruth Bird; Fred Bisland, Health Inspector; Clarence D. Bitts, McEwene, Inc.; Lucille Blanton; Esther Blancarte, Secretary; Emily F. Bolcom, M. D., Los Angeles City Health Department; William L. Boyd, Housing and Sanitation Inspector; Mrs. William L. Boyd; F. A. Brandt, Inspector, Health Department; Henry C. Brandt, K. E. Erickson Company; Otillia A. Brandt, School Nurse; N. F. Bravender, Sanitary Engineer; L. F. Brinkman, City Planning Commission; G. B. Brown, Sanitary Inspector; Paul W. Brown, Senior Efficiency Investigator, County Bureau of Efficiency; Milton Bryan, Executive Assistant City Attorney; Buhen Zdenka, Chief Medical Social Service, Los Angeles County Health Department; E. J. Bumiller, County Health Department; Louise E. Burnell, Director of Nursing; Roy P. Byron, Health Inspector; Mrs. R. P. Byron.

C

J. M. Cain, Chief Quarantine Officer; Bernice Caldwell; John R. Caldwell, Milk Inspector; Nan Cardoza, School Nurse; M. S. Carrizosa, Sanitary Inspector; S. H. Carstin, Regional Planning; Mrs. H. Carstin; S. Casper, Inspector, Health Department; Sam J. Chaffel, Secretary, Los Angeles County Civil Service Commission; Chas. D. Clark, Subdivision Engineer, Planning Commission; V. H. Clements, Prin. Assistant Engineer, Bureau of Engineering; Harriet A. Cochran, Chief Nurse, Los Angeles Board of Education; A. P. Collins, Civil Engineer, Sanitary Division County Surveyor; W. D. Cook, Landscape Architect and City Planner; Chas. P. Connor, Sanitary Inspector; Mrs. Jennie Connor; W. W. Conner, Sales Manager, Jas. Jones Co.; George B. Cooke, Housing Sanitation; Thos. F. Cooke, Councilman; Thomas

Coombs, Manager, Planning Commission; K. T. Corson, Engineer; Mrs. K. T. Corson; Carroll M. Counts, Auto Club of Southern California; Frank H. Crane, Assistant Engineer; Marion L. Crist, Consulting Engineer; M. E. Crout, American Concrete Pipe Co.; John Crowley, Milk Inspector; Kathleen Cummings; F. G. Cutlip, City Milk Inspector; Mrs. F. G. Cutlip.

D

Fremont E. Davis, Engineering Department; Howard W. Davis, Councilman; Alfred J. Daub, Housing and Sanitation Inspector; F. E. De Groff, Los Angeles City Health Department; E. A. DeVico, Chief Housing Inspector, Los Angeles County Health Department; L. V. Dieter, Director of Laboratories; Chas. H. Diggs, Director, Regional Planning Commission; Jay Dutter, California Dairy Council.

E

Howard E. Earl, Efficiency Man; Dr. Chas. Eastman, Los Angeles County Health Department; Edmund C. Eastman, Planning Consultant; Charles S. Edmondson, Housing and Sanitary Inspector; Mrs. Chas. S. Edmondson; Howard Eldridge, Health Inspector; Mahelle L. Eldridge; Thad M. Erwin, Bureau Water Works and Supply; Edmund G. Evans, Personnel Director.

F

J. D. Faulkner, Sanitary Engineer; Edward Fields, Health Department; John H. Flynn, Housing and Sanitary Inspector; James Foley, Milk Inspector; W. F. Foster, Engineer of Sanitation; R. G. Fox, County Efficiency Investigator; William J. Fox, Chief Engineer, Regional Planning Commission.

G

Lenore H. Gageby, M. D., School Physician; Geo. J. Galloway, Chief Supervising Inspector Health Department; Mrs. Geo. J. Galloway; E. J. Gardner, Brown-Crummer County; Lloyd A. Gates; Mrs. Lloyd A. Gates; E. Earl Glass, Civil Engineer; M. T. Glumace; Louis Glumace, Inspector, Health Department; Frank W. Goldsworthy, Bureau of Engineering; August B. Gorbach; Clara Gorbach; Frank Gorbach; R. F. Goudy, Sanitary Engineer, Department of Water and Power of Los Angeles; L. C. Grant; Celia Green, Social Service; H. W. Green, Fruits and Vegetables, Los Angeles Health Department; Dr. Wilford E. Green, School Physician; Louis A. Gretz, Executive Secretary, Los Angeles Industrial Civic Association; W. C. Gross, Addressograph Company; R. P. Gunerich, State Department of Agriculture.

H

Bryant Hall, Research Engineer; Mrs. Bryant Hall; A. H. Hand, Assistant Civil Engineer; J. J. Hardacker, Assistant Civil Engineer; William Harnisch, Milk Inspector; Harold A. Harris, Deputy County Surveyor; F. T. Hafin, Inspector; W. W. Hirsch, Seagrave Corporation; R. E. Hocking; Elizabeth Hohl, M. D., District Chairman, Public Health Department; Mrs. John E. Hollingsworth; Josephine B. Hollingsworth, Librarian, Municipal Reference Library; Harold Horricks; Mrs. Harold Horricks; Karl Hourston, Accountant, City Planning Commission; M. D. Howlett Jr., Milk Inspector; G. A. Hubbard, East Side Organization; Dan Hull, Landscape Architect; G. F. Hyatt, American Concrete Pipe Company.

I
L. W. Irwin Jr., Civil Engineer, Bureau of Engineering.

J
Herbert A. Jewett, Water and Sewage Supervisor; John J. Jessup, City Engineer; F. S. Jimison, City Health Department, Housing and Sanitation; Mrs. Floyd S. Jimison; W. E. Johnson, Housing and Sanitation.

K
Dr. Henry C. Kayser; Norman W. Kelch, Clay Products Institute of California; Arch Kellogg, Gilmore Oil Co.; E. M. Kelly, Engineer, the Dorr Company; L. B. Kenna, Department of Municipal Research, Chas. R. Hadley Company; Alice Knowlton; W. T. Knowlton; Anthony Engineer; Mrs. W. T. Knowlton; A. H. Koebig Jr., Koebig & Koebig; Lillian Kositz, M. D.

L
Eunice Lamona, School Nurse; R. W. Lantz, Housing and Sanitary Inspector; Mrs. R. W. Lantz; W. E. Lauer, Street Lighting Engineer; John Lavelle, Assistant Superintendent M. and S. Department; Pearl Leland, Health Department; Betty Lewis; Chas. F. Lewis, Supervising Inspector, Health Department; Dorothy Lewis; Flora V. Lewis; Walter R. Lindersmith, Executive Secretary, Los Angeles Traffic Commission; Robert Linton, General Manager, Pacific Clay Products; Jos. M. Lowery, Chief Auditor; G. T. Luppold, District Manager, Wallace and Tiernan Co.; Mrs. G. T. Luppold; Helen Lunn, Chief Clerk.

M
Elizabeth McGaffey, School Nurse; A. D. Macleod, C. P. A.; E. H. Magee, Health Inspector; W. S. Mangold, Sanitary Inspector, Los Angeles County Health Department; Mrs. W. S. Mangold; Everett B. Mansur, Assistant City Planning Engineer; Guy E. Marion, Manager, Los Angeles Chamber of Commerce Research Department; J. Ogden Marsh, Chief Engineer and General Manager, Board of Public Utilities; Ruth Masters, City Health Inspector; M. Margaret Mathis, R.N., School Nurse Inspector; Everet W. Mattoon, County Council; H. B. May Jr., General Electric Company; Mrs. H. B. May Jr.; Guy P. Mayo, Inspector State Department of Agriculture; Ray C. McAllister, Deputy County Counsel E. McCaffrey, Western City; R. R. McClure; D. S. McFarland; Leona B. McKinston; A. F. Miller, Inspector; Ray C. Miller, Secretary Southwest Chamber of Commerce; Mrs. Ray C. Miller; Ethelwyn Mills; F. W. Milner, State Department of Agriculture; Mrs. F. H. Mitchell; R. F. Mobley, Health Department; Geo. S. Morgan, State Department Public Health; C. B. Morrison, Assistant Engineer; Harold E. Morrison, M. D., Assistant Director, City School Health Department; W. C. Mueller, Dairy Inspector.

N
B. E. Newton, Housing and Sanitary Inspector; Mrs. B. E. Newton; Henry W. Nichols, Civil Engineer; C. S. Norman, Engineering; Norman C. Nourse, Representative, Pacific Municipalities; W. L. Nunes, Supervising Inspector; Mrs. W. L. Nunes.

O
Mrs. Bessie Onnerce; Walter P. Omerod, Meat Inspector; Lucie E. Otto, Clinic Physician.

P
Dan S. Parkes, Department of Water and Power; G. A. Parkes, Engineer;

Geo. Parris, M. D., Health Commissioner; H. F. Parrish, Health Inspector; F. W. Parsons, Assistant Engineer; C. H. Pendleton; John M. Pfiffner, University of Southern California; Alta Phillips, Health Department; Arthur G. Pickett, Sanitation Division, County Surveyor; W. H. Pierce; T. P. Polich, United Concrete Pipe Corporation; John L. Pomeroy, County Health Officer; Gliss S. Porter, First Assistant Health Officer; Arthur Potts, Chief Sanitary Inspector; M. C. Poulsen, Clay Products Institute of California; D. C. Powell, Inspector, Health Department; Helen S. Powell, School Nurse; John R. Prince, Engineer.

Q
N. Quierolo, Inspector, Health Department.

R
Chas. Rea; De Witt L. Reaburn; E. G. Read, Civil Engineer; E. S. Reames, Supervisor of Street Design; J. B. Rhodes, Assistant Secretary, City Health Department; Ellen C. Roberts; G. W. Roberts, Health Officer; Harold A. Roberts, Inspector, Health Department; Dr. J. W. Robinson, Deputy Health Officer; Margaret Roper, Regional Planning Commission, Los Angeles County; L. L. Rose, Assistant Engineer; Mrs. L. L. Rose; Werner Ruchti, Regional Planning Commission; Anna E. Rude, M. D., Director, Los Angeles County Health Department; Robert G. Ruhl, Los Angeles County Sanitary Inspector.

S
A. K. Sampson, Regional Planning Commission; Mrs. A. K. Sampson; W. J. Sanborn, President, City Council; Mrs. W. J. Sanborn; Betty Savage; George S. Savage, Superintendent Inspector Health Department; Kate Savage; Albert Schawald, Pittsburgh Equitable Meter Co.; Hilmar C. Schmidt, Sanitarian; Louis W. Schumann, State Chamber of Commerce; H. F. Scoville, Bureau of Efficiency; Walter E. Sears, Health Inspector; Theodore Seely, The Deming Corp.; C. Morley Sellery, M. D., Assistant Director, Health Department, Los Angeles City Schools; M. Selover, Housing and Sanitary Inspector; Rose Selover, Stenographer, Los Angeles County; Chas. N. Shaw, Supervising Inspector, Bureau Housing and Sanitation; Mrs. Chas. N. Shaw; Major J. Carl Shindler, President, Southern Seoulevue Boulevard Association; F. T. Shoemaker; Mrs. F. T. Shoemaker; Rose Mary Siegel, Los Angeles Health Department; M. S. Siegel, Director of Personnel, Los Angeles City Health Department; Theo. H. Sierks, Health Education and Public Relations of County Health Department; Jack W. Simons, City Planning Department; Lillian Simpson, Los Angeles County Health Department; James Singer, Subdivision Inspector; R. A. Skinner, Assistant Engineer; Harry W. Slavin, Deputy County Surveyor; Chas. E. Smith, Sanitary Inspector; Chester A. Smith, Consulting Engineer; J. X. Smith, Union Metal Co.; Mrs. Rose M. Smith; Huber Earl Smutz, Zoning Engineer; S. G. Snook, Housing and Sanitary Inspector, Health Department; Miss Gretchen Snyder; H. T. Spauling, C. E. L. A. County Sanitation; William Stein; Mrs. William Stein; Geo. M. Stevens, M. D., Epidemiologist; C. K. Stewart, Director, Rodent Control; Mrs. C. K. Stewart; Dr. R. V. Stone, Director of Laboratories; Leo A. Strome, Seagrave Fire Apparatus Co.; F. D. Sweger, Los Angeles City Health Department.

T
Edward R. Taber; Bertram Teitelbaum, County Architect, Designer; Gavin J. Telfer, M. D., State Department Public Health; Paul G. Thiene, Landscape Architect; Miss J. E. Thorwaldson, School Nurse; Oscar Tottlehen, Health Department; Harold L. Treat, Los Angeles City Health Inspector; Mrs. H. L. Treat; Dan M. True, Bureau of Engineering; Jas. T. Tucker, University of Southern California School Public Administration.

U
W. R. Updegraff.

V
R. G. Vandenboom, Union Metal Co.; James Van Norman, Engineer; Mrs. J. Van Norman; William Veit, City Veterinarian.

W
E. R. Waggoner, Pacific Clay Products; John F. Walker; Mrs. John Walker; Henry V. Wall, City Planning Department; Mrs. Henry V. Wall; W. H. Walsh, Rodent Control; Grace M. Warren; Sarah O. Warren; W. C. Weir, Health Department; Mrs. Mabel Welsh, Nurse; Ida A. Wheeler; Harry A. Wheeler, Inspector; Gordon Whittall, President, League of California Municipalities; Mary Whittall; F. P. Wilcox, Chief, Division Dairy Products, Los Angeles County Health Department; Glenn D. Willaman, Secretary, California Real Estate Association; C. D. Williams, Police Officer; A. E. Williamson, Zoning Engineer; Dr. Carl Wilson, Director of Sanitation, Department of Water and Power; Mrs. Carl Wilson; A. T. Wintersgill, Sales Manager, Pacific Clay Products Co.; William R. Woodruff, Subdivision Engineer, City Planning Commission; Robert C. Wray, State Food Inspector; R. R. Wyker.

Y
Harold A. Young, County Health Department.

Los Alamitos
O. F. Peasnell, Montana Land Co.
Los Banos
Daniel Mattrocco, Merced County Dairy Inspector.

Lynwood
Roscoe R. Hess, City Attorney; Edna E. Henn; Alice M. Rutter, Realty Tax & Service Co.; Jimmie Romo; Jacklyn Romo; Robert Rodman, Assistant Superintendent, Water Department; Robert Rodman; Chas. C. Reed, City Treasurer; Mrs. Chas. C. Reed; T. Snodgrass, Mayor; Mrs. Addie S. Kimble, Councilman; L. H. McIntira, Inspector; Francis Marshall, City Auditor; Silvia J. Mitts, Assistant Treasurer; Pearl C. Morris, Deputy City Clerk; Judge C. E. Day; Chas. R. Cummings, Water Superintendent; Mrs. Helen K. Cummings; R. W. Anderson, City Clerk; Mrs. R. W. Anderson; Lars C. Anderson, City Councilman.

Manhattan Beach
F. S. Daugherty, Chairman, Planning Commission; Ronald Campbell, Secretary, Planning Commission.

Mariposa
A. M. Gregory, County Health Officer.

Modesto
A. W. Stratton, Director, Modesto Irrigation District; B. W. Creim, Electrical Engineer, M. I. D.; L. M. Coulter, M. D. Health Commissioner; Mrs. L. M. Coulter; June Coulter.

Montebello

J. P. Walker, City Manager and City Clerk; Mrs. J. P. Walker, S. R. Macbeth, Superintendent of Streets; E. R. Williams, City Councilman; A. S. Baker, M. D., Health Officer; J. L. Cole, City Engineer; F. A. Ashleigh, City Treasurer; L. M. Burke, City Attorney.

Monterey

H. H. Pattison, County Planning Commission; M. D. Dorton, City Manager.

Monterey Park

Arthur H. Langley, City Clerk; Mrs. Arthur H. Langley

Monrovia

Karel H. Tonglet, Assistant City Engineer; Ralph E. Humphries, District Sanitary Inspector; C. R. Jones, Member Planning Commission; C. L. Daniels, Street Superintendent; F. A. Dupar, City Clerk; Garth H. Duell, City Engineer; H. S. Gierlich, Consulting Engineer; O. A. Gierlich, Consulting Engineer; J. M. Fustman, M. D., Los Angeles District Health Officer; Elizabeth Y. Grayson, Los Angeles Health Department; Walter A. Grayson, Milk Inspector, Los Angeles County Health Department; Ralph S. Crooks, Engineer.

Morgan Hill

R. L. Newbold, Health Officer.

Mountain View

Dr. A. H. MacFarland, City Health Officer; Mrs. A. H. MacFarland; B. H. Hays, City Clerk.

Newport Beach

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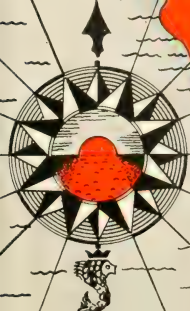
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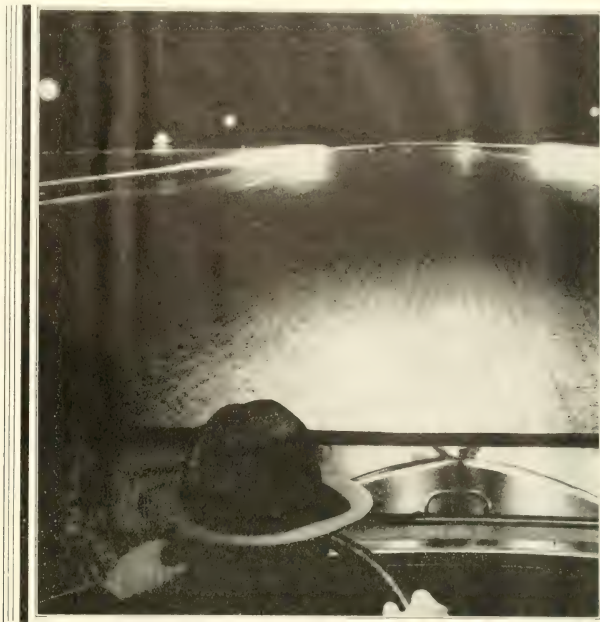
DECEMBER, 1930

No. 12

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Secretary's Page,

by *Wm. J. Locke* Secretary-Manager

MERRY CHRISTMAS!

ONCE again there comes that season of the year when all of us take pause, and let our hearts and minds wander far away to the lowly manger in distant Bethlehem. And then we rejoice and make merry in happy celebration of the birth of Him upon whose life and teachings the firm foundations of our civilization have been built.

The struggles for better government, better health and greater happiness for all mankind is, after all, an expression of our abiding faith in the ultimate supremacy of the principles of Christianity, when "they shall beat their swords into ploughshares, and nation shall not lift up a sword against nation, neither shall they learn war any more."

LEGISLATIVE COMMITTEE

On November 29, President Bidwell appointed the following Legislative Committee to assist the directors in looking after municipal legislation: Earl J. Sinclair, city attorney of Berkeley, chairman; Jack Albers, city engineer of Glendale and past president of the League; R. M. Dorton, city manager of Monterey; Martin C. Polk, city engineer of Chico; E. L. Beach, city clerk of Palo Alto; Miles O. Humphreys, city planner of Fresno, and George R. Caden, mayor of Santa Rosa.

NEW LEGISLATION

Under date of December 11, a communication was sent to all our city councils informing them of the new municipal legislation which has been suggested from various sources.

There are perhaps three new measures desired by our municipalities which are of outstanding interest and importance. They are:

(1) a law requiring state and county highway extensions in cities to be financed out of the gasoline tax money; (2) a law limiting the power of financing improvements by the special assessment plan, and, (3) amending the present laws relating to municipal liability for accidents.

GOOD GOVERNMENT AND HOW TO OBTAIN IT

Government is defined as the ruling power in political society, an institution of men in which certain liberties of the individual are required to be surrendered for protection of the group. It is perhaps the one institution in which all individuals have a common interest. Briefly, the object of government is to bring about those things which will result in giving the greatest happiness to the people governed.

Of late years there has been a lot of talk about the apathy of our people in public affairs, evidenced by their lack of interest in public questions and failure to vote at elections. In an address delivered before the Daughters of the American Revolution, former President Coolidge called attention to the increasing peril which lurks in the shirking of those responsibilities of citizenship, pointing out the fact that in the five presidential elections from 1880 to 1896, 80 per cent of the people went to the polls, whereas in the last three elections the average was less than 50 per cent. Undoubtedly one reason why people refrain from taking a greater interest in public affairs is because of the stigma attached to the word "politician." We boast with considerable pride that this is a government of the people, yet the moment anyone takes an active part in public affairs his motives are impugned and his character besmirched. To charge a man with being a politician is almost equivalent to accusing him of a crime.

Now then, while it is important that people should vote, it is much more important that they vote intelligently. Therefore, while it is desirable for them to participate in

elections it is of prerequisite importance that they give some consideration and study to the men and measures involved, as it is undoubtedly better not to vote at all than vote unintelligently.

Among other things, it is charged that our government has fallen down in the matter of education. It is said that we teach our children to be smarter rather than good, leaving all moral training to the Sunday School or such organizations as the Boy Scouts. As a consequence only a small portion of the rising generation know very much about the Golden Rule or its application to everyday life. The training they receive is along the line of craftiness rather than righteousness. The result is that we have produced among the younger generation some of the shrewdest criminals in the world. This is a serious indictment, but is it not too true? In the training of youth we should come to a realization of the fact that goodness is more desirable than shrewdness.

It is not necessary to encroach on the domain of religion or interfere with the freedom of worship. Visit our reform schools and find out how many of the boys there ever belong to the Boy Scouts or attended Sunday School. The information you will receive will speak volumes and show conclusively the necessity of more attention to the moral training of youth. "We are spending millions of dollars annually training men to be smart but little or nothing in training them to be good. Is it good policy to devote all our attention to the training of the mind without giving some attention to the heart?"

The first duty of government is to make good citizens, and our present methods have been weighed in the balance and found wanting. We are spending millions of dollars on our schools but we are also spending millions of dollars on our jails and reformatories, not counting the untold misery caused by our neglect which cannot be measured in money. The greatest happiness to the greatest number requires that

(Turn to Page 550)

These Built-in-place markers accurately zone traffic



Traffic lane marker, a permanent division of the pavement slab, being guided in place by passing craftsmen. (Upper View).

La Brea Avenue, in Los Angeles County, California. A seven-foot wide pavement of 8" concrete pavers, 12 ft long and 100 ft 5-foot gutters. View shows built-in-place traffic lane markers.

AN interesting feature of the ever-popular portland cement concrete pavement is the built-in-place traffic lane marker. Specially designed joints divide the surface into convenient and clearly marked lanes for traffic and for parking zones.

These special built-in joints also localize stresses in the pavement slab produced by traffic loads. They are an exclusive characteristic of portland cement concrete pavements and promote the safety of motorists. Concrete's safety against slipperiness in wet weather is another exclusive feature. California paving contractors excel in producing smooth-riding concrete of highest strength and durability.

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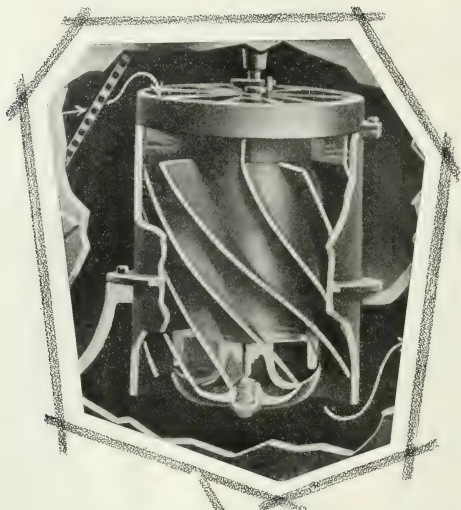
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WATCH FOR
NO. 12



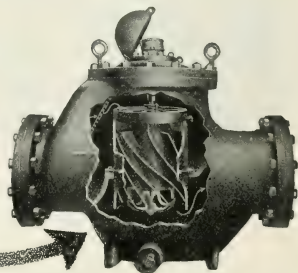
INSIDE INFORMATION



*Buoyancy
of Propeller*

IN every Keystone Compound, Arctic-Tropic Compound and Eureka "A" Water Meter there is a patented device just below the vulcanized hard rubber jeweled bearing propeller. It increases the buoyancy, reduces friction and makes an extremely light running and sensitive meter.

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Beverly Hills, Calif.



S. P. KOCH
Building Inspector
Berkeley, Calif.



L. R. SMITH
City Engineer
West-Whose, Wyo.



H. N. ROBINSON
Chief of Police
Corvallis, Ore.



MAJOR L. H. TAYLOR
Maintenance Engineer
Oakland, Calif.

Who's Who in the Far West

(Series No. 22)

*Portraits of busy officials who devote their efforts
to the upbuilding of the Western Empire*



A. T. GRUGGETT
Municipal Engineer
Corvallis, Ore.



WALTER M. DICKIE
Calif. State Board of Health
Sacramento, Calif.



CHARLES C. KELLEY
City Engineer
Klamath Falls, Ore.



W. C. HOFEN
Mayor
Larkspur, Calif.



W. J. JAMIESON
City Engineer
Phoenix, Ariz.



DAN McSWEENEY
Clerk, Assessor, Tax Collector
South San Francisco



FRED A. WILKIE
City Engineer
Carlsbad, Calif.



A. J. WHITAKER, M.D.
Commissioner of Health
and Safety
Manteca, Calif.



CHAS. O. DUNBAR
City Manager
Santa Rosa



You don't have to be a BUGLER to test a HERSEY Meter

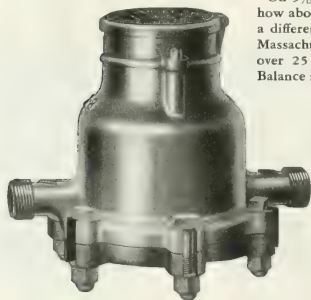


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PHILADELPHIA, PA., 314 Commercial Trust Bldg.; ATLANTA, GA., 510 Haus-Howell Bldg.
DALLAS, TEXAS, 402 Prater Building; CHICAGO, ILLINOIS, 10 South LaSalle Street
SAN FRANCISCO, CAL., 690 Market Street; LOS ANGELES, CAL., 450 East Third Street

Sacramento's Vacation Camp in the Mountains

By JAMES S. DEAN
City Manager

THE finest municipal recreation center in northern California is Camp Sacramento, located in the high Sierras on the south fork of the American River at an elevation of 6500 feet. The camp is ninety-five miles from Sacramento at the forty-fourth milestone above Placerville, and fourteen miles from magnificent Lake Tahoe.

Camp Sacramento had its inception in 1921 when forty acres of the choicest land in the Sierra-Nevada mountains was secured for municipal purposes without cost from the United States Forest Service. The camp was started in a small way but has grown to a thriving summer colony that accommodates approximately 200 guests weekly during the season from June 15 to September 1. Forty cabins, a dormitory with twelve rooms, dining hall and entertainment building, lavatory building, laundry, accommodation store and library, storehouse and hydro-electric plant constitute the physical facilities at the camp. Many of the cabins were gifts to the city from cooperative merchants and citizens. The inventory value of the camp is estimated at \$75,000.00, although less than \$20,000.00 has been expended by the city in capital investment.

Bona fide residents of Sacramento and adjacent suburbs, and non-resident taxpayers are eligible for ac-

commodation at Camp Sacramento. The weekly rates charged are as follows: Adults, \$10, children five to twelve years, \$5.50 children under five, \$2.50. Guests who require transportation secure a round-trip stage rate of \$7.50 for adults and \$3.75 for children from five to twelve. Despite the modest charges the camp is a self-supporting unit and the operating cost of approximately \$10,000.00 annually is offset and slightly exceeded by the revenue produced. Camp Sacramento is a non-profit enterprise and its primary purpose is to provide a whole

some vacation for Sacramento families who otherwise might not be able to finance a summer outing. The prices include board, lodging, bathing facilities with hot and cold water, use of laundry, and all the privileges of the camp.

The camp is unique in structure. The buildings are studiously located among the trees, placed in carefully selected spots along the river, or along the contours of the hillside, and are stained to blend with the landscape. The physical facilities and personal comforts are only a part of the enjoyment of the camp. The



children are provided with swings, teeters, slides and sand boxes. A baseball area, horse-shoe courts, tennis court, miniature golf course, archery range and other facilities are provided for those who wish to participate in sports. Dancing parties, home talent entertainments, and camp fire programs are organized for evening recreation.

The country surrounding the camp is indescribably beautiful and easily accessible. The terrain abounds in fine lakes. Tahoe, Upper and Lower Echo, Lake of the Woods, and many others are within reasonable distance from the camp. Fishing streams are plentiful and there are many peaks with well defined trails for near or distant hikes.

There is no attempt to "dress up" at Camp Sacramento. Children romp in overalls, the men wear coarse clothes or khaki, and the women and girls wear khaki or simple dresses. A spirit of friendliness has been developed over the years which makes the camp increasingly popular each season.

Headquarters for reservations during the camp season is maintained at the City Hall and transients are not accommodated unless tickets are secured before leaving Sacramento. It has been found that a better control is had by handling reservations in this manner.

The camp has its own hydro-electric plant which furnishes ample lighting facilities for cabins and

grounds and also generates power for heating water for lavatory purposes. The camp also has its own water system and pipe line for domestic supply and fire protection.

Work is now progressing on a new lodge building at the camp which will be completed prior to opening the 1931 season. The city has provided \$7500 for this purpose. The new structure will permit the use of the existing central building for dining room purposes exclusively.

Camp Sacramento is one of the most popular municipal units ever inaugurated and is destined to become even more of an "institution" in future years.

STOCKTON'S FLOOD CONTROL

Completion of Hogan Dam Secures City From Ravages of Calaveras River Floods

By LYLE PAYTON

City Engineer, Stockton

THE flood waters of the Calaveras River have menaced the lives and property of the citizens of Stockton since the founding of the city by Captain Weber in 1849.

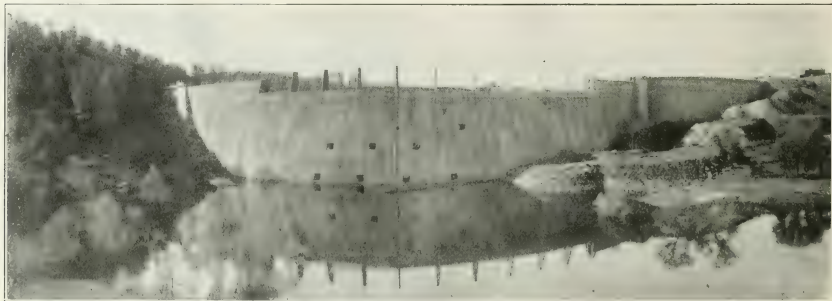
These vagrant waters have caused untold losses valued in money and retarded the growth of the community. The completion of the Hogan

Dam places the city in a position of security against further ravages of the Calaveras River floods.

The Calaveras River is a flashy stream, whose headwaters are at an extreme elevation of 6000 feet, though only a small percentage lie about 3000 feet. The drainage area is 363 square miles. Its runoff is

due to rainfall and has reached a maximum of 176 cubic feet per second per square mile of watershed. The maximum peak discharge is 80,000 cubic feet per second.

The reservoir has a capacity of 75,000 acre feet at the spillway crest (elevation 637.5 feet) and a capacity of 115,000 acre feet at the top para-



HOGAN DAM, STOCKTON FLOOD CONTROL PROJECT

pet wall (elevation 655.5 feet). The area of the reservoir at elevation 655.5 feet is 2400 acres.

Sufficient land has been acquired for reservoir purposes, so that the dam may be raised in the future to an ultimate elevation of 730 feet. The total area of lands owned by the city in the basin is 7000 acres.

Dam

The dam, unique in design, is constructed of mass concrete. A variable radius arch 616 feet in length with a maximum height of 136 feet spans the stream bed. A short abutment and curved gravity wing 175 feet in length connects the arch to the steep south slope. The slope of the north hillside being more gentle and satisfactory foundation rock deeper, a buttress 170 feet in length at the base, without water load, was required to withstand the arch thrust. A gravity wing 207 feet in length and an earth fill 227 feet in length connect the abutment to the north hillside.

Nine circular openings through the dam reduce the flood flows of the river to limits which can be safely carried by the river channel below. The openings are free, the upstream face being warped to a seven-foot square to provide for future installation of gates. The discharge through the opening varies from zero at zero head to 15,000 second feet at full head. The spillway over the arch section is designed to discharge, in combination with the openings, one and one-half times the record flood peak of 80,000 second feet or 120,000 second feet.

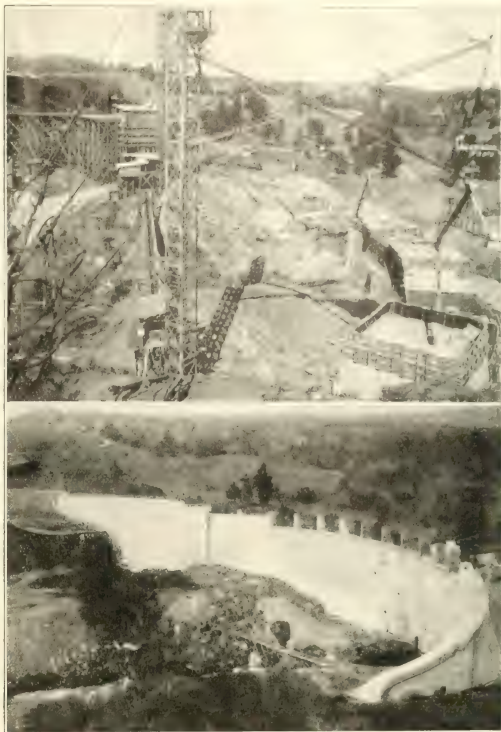
Geological Conditions

The dams site was an outcrop of the prevailing local rock, paragonite schist. Diamond drill borings made by the State Department of Engineering in 1919 indicated a solid, impervious foundation. The log of the holes showed occasional narrow seams of quartz, but no porous seams or breaks were encountered.

Open test pits excavated by the city showed the rock badly weathered at the surface, with vertical schistosity continuing to greater depths, but with sound rock, apparently suitable for foundations at depths of from eight to sixteen feet.

Excavation

Excavation commenced in the stream bed and satisfactory foundation rock was found on the removal of the gravel overburden. As the excavation proceeded into the hillside it was found necessary to re-



CONSTRUCTION VIEWS, HOGAN DAM

Top: Early construction in progress, with Insley Tower in foreground, and a gate bin with mixers at extreme left. Lower view shows dam practically completed with spillway and nine circular openings through dam to reduce flood flows of river.

move all rock with vertical schistosity to a depth where horizontal bedding was encountered, as seams of clay were found throughout this vertically laminated formation.

A strip of serpentine varying in width from 4 to 12 feet was uncovered under one of the blocks of the north gravity wall. This was excavated to firm rock, the channel spanned with reinforcement, and the base of the gravity section of that block designed for 100 per cent uplift pressure.

Due to these unforeseen foundation conditions, the quantities of excavation were increased from an estimate quantity of 27,400 cubic yards to 76,700 cubic yards actual

excavation. A cut-off trench was excavated on the upstream side of the gravity section portions of the dam.

Grout holes 20 feet in depth were placed at intervals of 20 feet along the front face of the dam and at all other places where the foundation surface indicated there might be porous rock or unhealed seams beneath. These holes were grouted under 100-pound pressure. Most holes took only about one cubic foot of grout to fill them. The greatest amount of grout used in any one hole was 12¼ cubic feet.

The foundation was drained by special concrete split tile. A row of tile was placed parallel to and

Contract Schedule					Extra Work	
Item No.	Class of Work	To date	Rate	Total		
1	Excavation below el. 530.....	2,855 cu. yds.	\$3.00	\$8,565.00	1 Reference points and mast.....	\$11.30
2	Cut-off trench below el. 530.....	205 cu. yds.	7.00	1,435.00	2 Clearing trees.....	96.65
3	Excavation above el. 530.....	72,251 cu. yds.	2.80	202,305.32	3 Engineer office.....	985.36
4	Cut-off trench above el. 530.....	1,436 cu. yds.	5.00	6,730.00	4 Engineer quarters.....	752.87
5	Foundation drain.....	4,738.20 lin. ft.	.50	2,369.10	5 Fencing.....	426.23
6	Reinforcing steel.....	106,538.22 lbs.	.05	5,326.91	6 Cement testing.....	191.51
7	Concrete in place.....	122,295 cu. yds.	4.30	525,868.50	7 Field party S. V. 1 and 2.....	732.37
7b	Cement.....	115,414.54 bbls.	2.68	309,310.97	8 Transformer and tower change.....	2,343.44
8	Copper seal.....	2,575.60 lin. ft.	4.00	10,302.40	9 Change in trestle.....	11,531.01
9	Galv. iron grout stop.....	2,643.60 lin. ft.	2.00	5,287.20	10 Outlets.....	1,350.01
10	Structural steel.....	10,008.46 lbs.	.10	1,000.85	11 Spillway.....	4,181.15
11	Slide gates, frames, etc.....	6,916 lbs.	.02	138.32	12 Earth embankment.....	7,171.50
12	Hand rail.....	533 lin. ft.	1.00	533.00		
13	Pressure grout.....	269.50 cu. ft.	2.00	539.00	Total extra work.....	\$29,773.40
14	Drilling grout holes.....	2,582.20 lin. ft.	3.50	9,037.70		
Total.....				\$1,088,749.27	Total cost.....	\$1,118,522.67

immediately back of the cutoff trench, with an outlet to the downstream face of the dam in each block. Likewise a row of tile was placed over each seam or indication of a seam, and to each point of underground water percolation.

Design

Arch—The arch is designed with a variable radius and a slightly varying central angle. The maximum radius of the upstream face is 340 feet and the minimum 205 feet. The central angle varies from 80 to 103 degrees. All of the water load can be taken by the horizontal arches without tension and with a limit of 600 pounds per square inch in compression.

Abutments—Abutments are designed to carry the resultant thrust of the arch inside the middle third, with no tension and a maximum of 600 pounds compression per square inch. The internal friction factor is taken as one. Where there is water pressure on the upstream face, 25 per cent is allowed for uplift pressure.

Gravity Wings—The gravity section was designed for 25 per cent uplift pressure with no tension and a maximum of 600 pounds compression per square inch. In the instance where serpentine was encountered, the uplift pressure was increased to 100 per cent.

Concrete

Concrete having a strength of at least 2000 pounds per square inch in compression at 28 days was required. By careful control this was secured with the use of 0.94 barrels of cement per cubic yard for all cement used in the dam.

A concrete technician was in charge of the inspection of the gravel washing, and screening, the proportioning of the aggregates, and the mixing, placing and testing

of the concrete. The average strength of the daily test cylinders made on the dam was 2274 pounds per square inch.

Construction Methods

Excavation was handled by a 1½-yard P. & H. gas shovel and a ¾-yard Erie steam shovel, both of which were convertible to crane rigging. The first lifts were removed with shovel rig and seven-yard dump trucks. The deeper lifts were removed with the crane rigging and skips. Gravel was obtained from a bar in the river three-fourths of a mile below the damsite.

A 2½-yard Monaghan walking dragline loaded the gravel into 12-yard Western dump cars which were hauled by 20-ton locomotives to a Bodenson gravel plant. Here the gravel was washed and screened to three sizes of gravel and sand. The aggregates were hauled to the gravel bunkers in seven-yard trucks over a contractors' road and a 450-foot trestle, 60 feet high, and dumped into bins directly over the concrete mixing plant. Gravel and sand were measured in Blaw-Knox batchers dropped on a belt conveyor and fed into a hopper set over a two-yard Smith tilting mixer.

Calaveras cement was brought by trucks from Valley Springs (3½ miles distant) and stored in a silo adjacent to the gravel bins. Cement was weighed in a Blaw-Knox batcher and dumped into the mixer hopper.

Concrete was fed in chutes from the mixers either to the base of a 380-foot Insley tower for distribution to the arch, and north wing, or to a 315-foot belt conveyor which carried it to the base of an 180-foot Insley tower for distribution to the southerly portion of the arch and the south wing.

Each tower was equipped with a 90-foot boom from which was sus-

pending a 65-foot single counter balance chute feeding to other counter-balance chutes hung from a 2½-inch cable suspended over the top of the dam. Sixteen-inch Insley chutes were used.

Construction Cost and Data

The contract was awarded to Bent Bros., Inc., of Los Angeles on June 25, 1929, and the work was completed and accepted on September 11, 1930.

The above is a statement of cost of work provided for in the contract.

The total cost of the project is itemized in the following statement:

Lands.....	\$453,987.77
Roads.....	36,892.26
Dam contract.....	1,118,522.67
Engineering (design, construction and inspection)....	82,673.34
Materials furnished by city.....	6,333.22
Miscellaneous.....	15,701.90
Total.....	\$1,714,111.16

Personnel

The contractors, Bent Brothers, placed an experienced dam building crew on the job, headed by L. T. Grider, general superintendent, and K. L. Parket, job superintendent. The structure was designed by Fred H. Tibbetts, consulting engineer of San Francisco; Harold Wadsworth was associated with him.

The project was under the direction of W. B. Hogan, City Manager, and Lyle Payton, City Engineer. Their representatives on the job were W. S. Post, resident engineer; S. M. Thomas, assistant, and L. H. Tutthill, concrete technologist.

The work was all done under the supervision of the State Engineer, Edward Hyatt, with George W. Hawley, deputy in charge of dams, and Walter L. Huber, consulting engineer, of San Francisco, as his principal assistants.

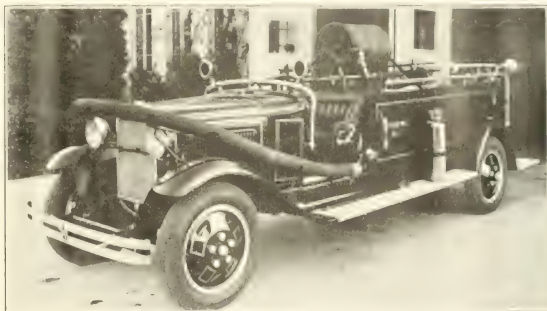
COMPTON FIREMEN BUILD NEW FIRE TRUCK

THE boys of the Compton Fire Department are justly proud of a fine new fire engine which stands in the quarters at the City Hall. It is a piece of equipment that any department might well be proud of but the fact that the boys were the designers, builders and finishers, makes them especially chesty.

They started with a new Model A Ford chassis and the pump, hose reel and ladder of an old piece of equipment, and by adding steel plates and angle irons, suction hose, leather, bolts, screws, rivets and paint, the fine new engine is the result.

The part that appeals to the City Manager is the fact that the boys used their spare time which would otherwise have been of no value to the city, and produced a piece of equipment which would have cost \$4,000 or \$5,000 at an actual outlay of \$1,223.

The truck is equipped with a 100-gallon Booster tank and the pump



will deliver 335 gallons per minute through a 1½" tip at 80 pounds pressure. There is storage capacity for 1600 feet of 2½" hose, 300 feet of 1½" hose, and a hose reel carrying 200 feet of 1" inch.

The other equipment consists of 24-foot extension ladder and pull down pole, a 2½-gallon Foamite tank extinguisher, two one-quart Pyrene extinguishers, a fully equipped E. & J. Resuscitator and Inhalator, a Burell Service gas mask, a B. & M. Siren, two red spotlights, 21 feet of 3" suction hose, ax, crowbar, kit of tools, nosels, reducers and connections. The total weight when fully equipped with booster

tank full of water, including chassis is 42,700 pounds.

Being close to the ground it handles nicely on short turns and has a fine pick up. For short runs and many turns it is faster than the larger engines.

The City Council thanked the Fire Department for the fine service they had rendered the city and commended them for the finished workmanship which is shown on all parts of the new fire truck.

This piece of equipment will save the larger engine many runs, answer second calls and advance the purchase of another truck for several years.

SAN DIEGO PROTECTS LINDBERGH FIELD BY ZONING

By THOMAS F. BOMAR

Manager, Aviation Department, San Diego Chamber of Commerce

In view of the growing importance of municipal airports and of the great expense at which they are constructed, it is obvious that these airports must be safeguarded by proper zoning in their vicinity.

In most cities, close-in and convenient airports are rendered impossible by the built-up condition of the city. It has, therefore, been necessary to locate most airports at a distance of several miles from the

city in order to secure the necessary clear area. The value of an airport to a city is in direct ratio to the distance of the airport from the business section of the city.

The city of San Diego, California, is now completing the construction of its new \$650,000 municipal airport, known as Lindbergh Field. This airport has been constructed by dredging certain areas of San Diego Bay and filling certain tidal-land adjacent to the city. Lindbergh

Field is located one and one-half miles from the center of the San Diego business district and three-fourths of a mile from the steamship and railroad terminals.

This airport is bounded on the south by the bay, on the west by the U. S. Marine Base, and on the north and east by built-up sections of the city. The terrain north and east of the field, is of a rolling nature, gradually rising from sea level to a height of over 200 feet.

PORTLAND FOUNTAIN RECALLS OLD MEMORIES

DOWN in the center of Portland's wholesale and warehouse district stands the Skidmore fountain, which forty years ago marked the center of Portland's smartest shopping district. The busy life of the city long ago moved westward from the river front, and many years have passed since fashionably attired folk in shiny carriages stopped to water their horses or drink from one of the four granite cups that once dangled on chains from the fountain's basework.

An Occasional Dray

Today only an occasional dray team draws up alongside the fountain. Modern motor trucks rumble over the ancient cobblestones of the street in which the structure stands. But the old fountain still spurts out its stream of clear, sparkling water. Stray dogs and pigeons are still



good customers during the summer months.

The Skidmore fountain was dedicated September 22, 1888. Olin L. Warner, a New York sculptor, did the piece, which was made possible by one Stephen G. Skidmore, a pioneer druggist of Portland, who left \$5,000 in a will for the project. The balance necessary was raised from various sources. The fountain and the ground on which it stands—at the intersection of First, Vine and Ankeny Streets—cost around \$50,000.

In Recent Years

Many times in recent years there have been proposals to move the old fountain to some uptown point, but the bronze ladies still hold up their bowls at their old stand, deserted though it may be as compared with a day long gone.

Legislative Committee, League of Oregon Cities, Meets at Portland

The legislative committee of the League of Oregon Cities following out the program decided upon at the annual convention of the League met in the first of a series of sessions at the city hall of Portland, Oregon, November 28 and 29.

At this meeting six measures designed to improve financial conditions of the Oregon municipalities were considered and drawn up in temporary form. These measures were sent to the various cities of the League and two weeks later another meeting will be held, at which time the final measures to be submitted to the legislature will be drawn up.

Contending that the greater share of the automobile and gasoline taxes are paid by the owners of automobiles in cities, one of the measures is designed to divert a portion of

these taxes to the use of the municipalities. According to the present law two-thirds of the tax money is used by the state highway department and one-third by the counties. Another change desired is for the state highway commission to maintain city streets where they are a part of the state highway system.

Measure Would Enable Cities

Another measure would enable the cities to sell blocks of property on which the cities hold liens, instead of having to advertise one piece at a time. This, they contend, would save money in advertising, stenographic, and other costs.

Relief from the present requirement that the city shall pay the underpaid taxes when it takes over property was also considered, and provision was made that the city may pay the taxes when it resells

the property for its own liens. The method now used by the irrigation districts would be followed. This would relieve the cities from having to raise the cash to pay the taxes of other units while it has to wait for its own money represented by liens on the property.

Another contemplated change in the law relates to street vacations. Under the present statute 100 per cent of abutting property must consent to the vacation. The committee proposes that this be changed to two-thirds. It was also suggested that the provision which requires the consent of the port, if the vacation be within 5000 feet of each way of a port, be changed to 500 feet.

Change of the Bancroft bonding act so that the payments on assessments will be easier for the property

owner and the cities was considered. Under the proposed measure, the payments would be semi-annual instead of ten annual installments. This practice is now followed in Portland, but not in the cities of the state where the Bancroft act is operative.

It was pointed out that the cities have to pay their interest semi-annually but they get their money annually and so do not break even, even if the property owners pay their assessments promptly.

Members Present

The members of the legislative committee present at this two-day session were: J. W. McInturff, city attorney, Marshfield, and vice-president of the League of Oregon cities; J. L. Franzen, city manager of Oregon City and secretary of the League; P. M. Gregory, mayor-elect of Salem; Frank P. Farrell, city attorney of Medford; Dr. W. E. Black, councilman of Ashland; Mrs. Willametta McElroy, deputy city attorney of Portland; Miss Celia Gavin, The Dalles; James West, deputy city attorney of Portland, and William Briggs, city attorney, Ashland.



Front row, from left—Miss Celia Gavin, city attorney, The Dalles, and Mrs. Willametta McElroy, deputy city attorney, Portland. Back row, from left—James West, deputy city attorney, Portland; William Briggs, city attorney, Ashland; J. W. McInturff, city attorney, Marshfield, and J. L. Franzen, city manager, Oregon City.

Preparations Start for Recreational Congress

Preparations for the first International Recreation Congress ever held, scheduled for Los Angeles in 1932, are under way in Southern California, following the arrival from New York of Tom Rivers, executive of the National Recreation Association.

Preliminary plans for the conference, which will invite the greatest recreational leaders of the principal nations of the world to Los Angeles, were outlined by Mr. Rivers last week before the Los Angeles Playground and Recreation Commission, which led the two-year campaign to bring the Congress here. According to this outline, the Congress will be held during the week preceding the Olympic Games, because of the close relationship between play leadership and the type of athletics to be demonstrated in the games.

The Congress will consider international recreational problems and exchange information and experience on leadership subjects of common interest. Other objectives of

the gathering will be the building of international interest in public recreation, the demonstration of the cultural and recreational side of American life, and the fostering of international goodwill. Semi-official sanction of the federal government is expected to be forthcoming for the congress.

Besides the fact that Olympic Games will be held here, Los Angeles was also chosen as the site of the first world-wide gathering of its kind ever held because of this city's fame as a public playground center, according to the report of Mr. Rivers.

IMPROVEMENTS COMPLETED IN OAKLAND PARKS

Many improvements in Oakland parks were completed during October, according to a report filed with the Park Board directors by Lee S. Kerfoot, superintendent of parks.

Mr. Kerfoot listed the activities

as follows: Installation of public address systems in Mosswood and Dimond parks for receiving and broadcasting programs. Construction of new concrete toolhouse in Peralta park. Building of 700 feet of rustic fence around the municipal zoo embankment. Replacing of 159 feet of rock wall at Lake Merritt. Thirty-eight acacia trees planted in Bay View park. Reconstruction of 500 feet of rustic fence in Mosswood park. Benches painted and repaired in many parks.

MUNICIPAL RECREATION SYSTEM WORTH 14 MILLIONS

Los Angeles' total assets in municipal playgrounds, swimming pools, beaches, camps, and other public recreation facilities now is exactly \$14,234,654.17, the city Playground and Recreation Department was informed today in a statement taken from the books of the City Controller.

Among the principal items listed were lands and beaches, \$11,660,025.47; buildings, \$1,047,194.79; the Coliseum, \$574,759.75; and improvements to land \$628,467.73.

SANTA BARBARA'S GROWTH AIDED BY PLANNED SUB- DIVISION DEVELOPMENT

By E. L. COCHRAN

Secretary, Santa Barbara Chamber of Commerce

THERE was a time when people looked askance at syndicates or other groups which bought up large tracts of land for the purpose of developing them into residential parks. Certain it is that many such projects were get-rich quick schemes of land promoters. For the most part, however, real estate developments, backed and guided by men of sound judgment, vision and unquestioned financial stability who live in and have a genuine interest in a community, are usually extremely important factors in the growth and prosperity of a city. Very often the sponsors of such projects are actuated by a sincere desire to create something of lasting beauty, a monument to their ideas, more than by any feverish desire to make money.

Apropos of this, we have been watching with more than usual interest, the development of Hope Ranch at Santa Barbara, California,

a two-thousand-acre ranch property with many trees and lovely canyons, bought by a group of Santa Barbara men of high standing in the community. It was their aim to create a beautiful residential area of appeal to persons of cultured tastes with a love for outdoor sports and country life. Two miles of the land edges the Pacific and spreads gently upward into the high hills.

A superb golf course with a picturesque rambling white stucco club house overlooking the course and the ocean was the nucleus of the development. A lovely artificial lake, whose shores are now thick with luxuriant foliage, and upon whose surface swans, ducks and other water fowl spend the day, came into existence. There are polo fields, thirty miles of bridle paths which meander through wooded stretches and twenty miles of wide, perfectly paved roads winding through the property. At the present writing a steeplechase course and a Riding and Hunt Club are under way and will be completed early in April.

Dotted about Hope Ranch are many gorgeous estates with superb grounds and gardens, their white, Spanish type homes well hidden behind great oaks. Some of the estates are modeled upon the lines of the old-time farmstead, with houses and stables of white painted brick and scrupulously neat fields and fences. Others have acres of lemons and oranges, to carry out the ranch idea. There are artists' homes, every window of which gives upon a lovely scene. There are small, ar-



HOPE RANCH

On the links around Laguna Blanca



Club House of the La Cumbre Golf and Country Club. Its course is one of the most sporty and picturesque in the West, extending around the lake on the Hope Ranch.

tistic homes for the person whose means and tastes preclude large establishments, but to whom living in a quiet, country-like community, where beauty is ever the keynote, means a great deal. Every home, large or small is the reflection of someone's dream home, and radiates a definite personality.

Developments such as this, which progress slowly and surely, along well planned lines, with a complete absence of boom and over-advertising, are valuable assets to a city. They make for permanence and beauty. They supply a civic need. Where land is sold in the usual manner, allowing through lax restrictions, or sometimes almost no restrictions at all, a heterogeneous muddle of architecture, the natural beauty of the landscape is impaired.



Top: Aerial view of portion of Hope Ranch, showing some of the estates along the bluff overlooking the channel with the Santa Ynez Mountains in the background.



Left: Airplane view of Laguna Blanca, Hope Ranch, one of the few fresh water lakes in Southern California.



In Santa Barbara, every building that is erected, whether it is a home, apartment house or business structure, has a scenic setting in mind. It is a city which builds up to its glorious ocean, mountain and hill-side scenery. But Santa Barbara was once upon a time as ugly a town architecturally as one could imagine. It was like most other small California communities of the day—a mixture of Spanish adobe and New England architecture. The awkward characteristics of the latter with its scrolls, turrets, cupolas, narrow verandahs, were there in full measure. A number of people who revered the Spanish traditions commenced to build in the manner of the old adobes, but in spite of their artistic inclinations, the town remained decidedly gringo.

In the early 20's a decided effort

was made to develop, particularly in the business section, a Spanish type of architecture. It was not until after the earthquake in 1925, when much of Santa Barbara was damaged, that, aided by a highly competent Architectural Board of Review and an Architectural Advisory Committee, that Santa Barbara really found itself architecturally.

Out of the many perplexing reconstruction problems emerged a Santa Barbara, so appealing in her architectural loveliness, so in attune to her beautiful natural setting and climate—that it is easily one of the world's most beautiful communities.

While Santa Barbara's climate and superb mountain and ocean scenery has always been a lure—to be coldly practical—it was men's intelligent understanding of a city's

specific needs, the type of buildings expressly suited to its climatic conditions and scenic charms, which made the architectural transformation.

Residential areas, therefore, developed to a high point of beauty, with a uniform type of architecture and binding restrictions, are to our mind a real aid to the community. In some instances they offer most of the advantages of a great park, with no costs whatsoever to the city itself.

PORTLAND BUDGET INCREASES

A budget for 1931, calling for an expenditure of \$6,808,970.27, for all city purposes, was adopted by the city council yesterday and ordered forwarded to the tax conservation commission. This is \$338,690.91 more than the budget for last year and the increase is made up in part of an increase of \$49,000 in the sinking fund to retire bonds, \$50,000 for playgrounds and parks and \$19,000 for special bridges.

The items in the budget were: General fund, including parks and playgrounds, policemen's pensions and other general items of expense, \$4,515,920; increases in salary for firemen and policemen, \$403,633; bonded indebtedness interest fund, \$560,591; sinking fund, \$531,161; firemen's pensions, \$104,700.



WASHINGTON—IDAHO LINKED BY SCENIC YELLOWSTONE TRAIL

By GRACE KIRKPATRICK

AS Isaac Stevens, the first governor of the state of Washington, slowly made his way toward the great northwest territory, crossing first the Rockies and then the hills of the Coeur d'Alenes, he came upon a fertile, lovely valley stretching westward hundreds of miles. Clusters of dark pines and cedars emerged from the green plain, in the center of which lay a lake stocked with fish. A river ran through the valley, and to the north, east and south snowcapped mountains pierced the clouds. How his very soul must have thrilled at the sight! Here was a vast stretch of primitive open country as yet untouched by the advance of civilization. There were no signs of commercial development to remind him of the progress of civilized man. The valley lay there before him much as it had lain for many centuries.

The traveler today passes over almost the same trail, as he nears the Idaho-Washington boundary. The

road winds past the restored Cataldo Mission which was first erected by the "blackrobes," in 1848. But today, unlike that slow westward journey of Washington's first governor, the trip across this magnificent fertile valley is made over one of the Northwest's famous highways—the Yellowstone Trail.

For many miles this highway coincides with or parallels the old wagon road built by Captain Mullan—the first road to penetrate the forests and mountains between Fort Walla Walla and Fort Benton on the Missouri.

As one travels over this modern highway he experiences a fragment, at least, of that thrill which must have swelled the heart of our early pioneers as they crossed this great fertile valley. It is not difficult to fancy that the next curve ahead will reveal a pack train plodding back into the hills with freight for early prospectors; or that beside the stream, where the canyon broadens to a valley, a covered wagon will

be halted; that there will be children gathering wood from among the tall grasses, women bending over kettles and a campfire, and men tending their horses. The trees are fragrant and towering; the bracken is waist high, and there is the sound of flowing water.

The charm and fascination which the Yellowstone Trail holds for the traveler of today is due, to a large degree, to the fact that much of the scenery has been preserved in its primitive, natural state. The road winds through aisles of pines, occasionally affording a glimpse of a blue hill or a snow-capped peak ahead, and then circles around the silver waters of Lake Coeur d'Alene, leading on into the city of Spokane.

The traveler on the Yellowstone Trail is impressed by the beauty of long stretches of open country untouched by business or commercial development. There are signs of modern progress to be sure, but they are not overwhelmingly in the foreground nor does commercial de-

velopment with its accompanying advertising dominate the atmosphere.

Inquiry reveals that the orderly development along the Yellowstone

are relatively many years later the Columbia River Highway is distinctly individual because of its freedom from outdoor advertising displays.



Trail is due to a "scenic consciousness" on the part of business men and property owners, and also to the activities of civic bodies which have taken up the matter of preserving natural scenic beauties with outdoor advertising companies, whose local representatives have been understanding in their cooperation.

Years ago the organized outdoor advertising industry adopted a policy of pride in property, feeling that this would aid in developing a public sense of personal pride in the general appearance of property and highways. Illustrating this statement, in 1915 the Foster and Kleiser Company agreed that it would not place advertising structures on the scenic portions of the Columbia River Highway, and that it would lend its cooperation in inducing others to refrain from commercialization of these scenic sections. As

Outdoor advertising companies have long felt that in the out-of-doors is found the most perfect expression of the union of composition and color. These companies likewise realize that if community development is to take place, the environment must be kept attractive. Consequently, they are ever ready and willing to cooperate in the preservation of natural scenic beauty spots.

The splendid results obtained in preserving the natural scenic beauties of the Yellowstone Trail are an example of what can be accomplished through cooperation of business men, property owners and civic bodies, when they fully realize and appreciate the fact that pride in property is the fundamental basis upon which success in preserving the beauty of a scenic highway depends.

The Portland Chamber of Commerce reports out-of-state cars entering Oregon for the first seven months of 1930 at 56,350, just 2400 fewer than registered during the corresponding period of 1929, the record year. During the whole year of 1924, 75,671 foreign cars had registered as entering Oregon; in 1925, 82,713 cars; 92,050 in 1926; 91,356 in 1927; 90,248 in 1928; 103,008 in 1929. Since all entering cars do not register, actual figures are probably greater than registrations estimates of the 1929 total average 165,000.

September 8 to 12 the Pacific Coast Gas Association met at Pasadena and elected R. E. Fisher of San Francisco president for the ensuing year. J. Charles Jordan, assistant manager of the publicity department, Pacific Gas and Electric Company, told of the value of advertising; retiring President F. H. Bivens of Los Angeles traced the year's vast development in natural gas distribution. Next year the association will meet at San Francisco.

AIRPORT OFFICIALS CONFERENCE

A conference of airport superintendents, managers and commissioners is being called by the San Joaquin Valley Aeronautical Committee of the California State Chamber of Commerce for Friday, December 19, in Fresno, according to invitations issued by Lee E. Bishop, chairman. The conference will be held in connection with the committee's regular meeting at 10 a. m. in the Hotel Californian.

Problems encountered in the construction, financing and management of airports will be discussed by the group, and plans outlined for the improvement of Valley ports. Invitations have also been extended to communities where no airports are now located, in the hope that the conference may assist in the establishment of new fields.

Plans will be made, according to Bishop, for the coming visit of Marshall Hoppin, federal airport specialist, who will be brought to the Valley in January, under the auspices of the State Chamber of Commerce. Hoppin is scheduled to inspect 15 Valley airports.

The Taft Airport will be inspected by Hoppin.

BOOK REVIEWS

Juvenile Division of the Municipal Court of Philadelphia by Joel D. Hunter, Superintendent, United Charities of Chicago and Annabel M. Stewart, Staff Member, Bureau of Research, Welfare Council of New York City. Published by the Bureau of Municipal Research of Philadelphia, Thomas Skelton Harrison Foundation. This report embodies the results of one of a series of studies which the Bureau of Municipal Research has made in an intensive survey of all phases of the courts organization and activities. The subject is covered in detail in all of its ramifications. The methods of handling juvenile criminals is discussed in full and will be of value to police officials and others interested in public safety and prevention of crime. The last section of the report which is a summary of recommendation resulting from the study has many suggestions for better treatment of the juvenile offender.

OAKLAND TO CONSTRUCT \$183,000 PIER

Construction of a new \$183,000 municipal pier and quay and establishment of an inland waterway distribution base to handle shipments from manufacturers and jobbers throughout the nation to California's hinterland, was announced last week by the Oakland Port Commission.

The new pier will be occupied by the Bay Cities Transportation Company and will be located directly in front of the Lawrence Warehouse Company's Gibson Terminal at the foot of Webster Street.

Pier to Be Concrete

Present plans call for a substructure 285 feet long, with a harbor

face of 152 feet. This will be of concrete, on reinforced concrete and concrete jacketed piles. The transit shed superstructure will be 280 feet long and 96 feet wide. It will be a steel frame structure, with corrugated iron siding, and will have two adjustable ramps and one combination ramp and elevator. The quay to be built along Water Street will be 300 feet long and 33 feet wide. It will be constructed of reinforced concrete on concrete piling.

To Start Next Month

It is estimated that four months will be required for the building of the new pier and plans and specifications are expected to be com-

pleted in sufficient time to allow for the awarding of contracts for work to start in January.

"Location of the new pier will make it possible for eastern manufacturers and jobbers to store large quantities of goods directly on the waterfront and fill orders to retailers from stocks maintained in the Oakland warehouse," points out A. T. Gibson, president of the Bay Cities Transportation Company and the Lawrence Warehouse Company.

"The ultimate result of the new shipping arrangement," he added, "will be that Oakland will become known throughout the nation as the central distribution point for the West."

CARELESS HUMANS RESPONSIBLE FOR MOST FIRES

Approximately 94 per cent of the forest and brush fires in Los Angeles County are traceable to the carelessness of human beings, all but 8 per cent of whom are residents of the county, according to a recently completed study by the research department of the Los Angeles County Conservation Association. Smokers and debris burning are the chief causes, smokers being held responsible for 23 per cent of all fires. The large proportion of man-caused fires in the county, which is 15 per cent higher than the average for all of California, is believed to be susceptible to education and prevention measures. The number of fires per thousand of population has shown a steady decline, although the total annual number of fires has a tendency to be greater than ten years ago.

EFFECTIVE WORK DONE BY FIRE WARDEN

A communication was sent to the Board of Supervisors last week from the Los Angeles Chamber of Commerce commending Fire Warden Turner and his organiza-

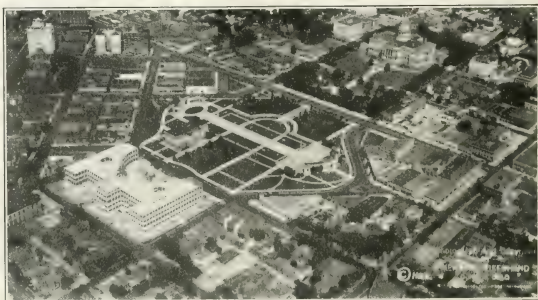
tion for the manner in which they handled the recent fire in the Malibu Mountains.

In spite of the fact that the fire had gained considerable headway in an adjoining county and swept into Los Angeles County, the County Fire Warden and his organization not only succeeded in holding the area burned to a comparatively small figure with practically no loss of improved property but actually succeeded in extinguishing the fire under the most adverse weather conditions that have existed this summer. It is felt that the County Fire Warden and his organization did a good job and are deserving of commendation.

Salem, Oregon.—The police school, so successfully carried on under the direction of the Willamette University, last year for the benefit of Oregon police officials will become an annual affair it was announced by Dean Roy R. Hewitt on December 5.

Last year's police school attracted between 100 and 200 police and peace officers from the various parts of Oregon and Washington to its various sessions. Dean Hewitt states that the school this spring will be under the tutelage of experts along various lines of criminology and police work.

The school will be held following the meeting of the legislature.



The beautiful civic center of Denver, showing the new city hall in the foreground

The Truth About Special Assessments

A Tax System, Sound in Principle, but Needing Adjustment to the Times

By C. J. S. WILLIAMSON

Manager, Civic Development and Real Estate Department, Los Angeles Chamber of Commerce



THIS year, two business men of my acquaintance faced the problem of reducing family expenses. One man said to his wife, "Here, we must stop this extravagance!" and raised objections to every request for money. His scale of living had been generous, created largely by himself in a period of prosperity. His wife did not know where or how to retrench. You can imagine her state of mind.

The other man had to change his work on account of bad health. He said to his wife, "Can you run the house on half as much as I've been allowing you? Will you work with me while I make this adjustment?"

"As long as I have you," she replied, "I will do anything that is necessary," and his new scheme of living is showing results, because his wife knows where and how to retrench.

Pretty much the same kind of adjustment is taking place in Southern California's public expenses, which have to be met out of general taxes and special assessments, especially the last.

During the long period of growth until about 1925, people demanded improvements at such a rate that they were willing to pay for neighborhood projects by special assessments, in addition to general taxes.

But around 1925, the character of community growth began to show a change toward industries, some of the residence neighborhoods marked time until the nature of industrial growth was more clearly revealed, real estate did not change hands as briskly—and property owners began to complain of special assessments as an evil.

This has been blind denunciation, in many cases, without knowledge of the facts, and it has done harm to Los Angeles.

There is no quicker way to hurt

a community than to spread the suggestion that its taxes are unfair, or high.

During the past three years, the Los Angeles Chamber of Commerce has been taking stock of these special assessments, through its Civic Development and Real Estate Committee, and after going into all the phases of the question, offers the following facts, conclusions and suggestions.

Criticism Heard

The criticism of special assessments, heard the past few years, is both just and unjust.

This method of making improvements has done more than general taxes to build Los Angeles, and the Southwest. It not only provides money for local improvements, but gives local property-owners control in planning and management, provided they use it properly. And it is a quicker and more flexible method of making local improvements than is provided under general taxes.

However, the best machine requires regular adjustment, and the assessment method has become somewhat unbalanced, and requires some modifications by property owners, and also legislation.

Much of the criticism is based upon improvements which were started several years ago. Projects started recently are being handled in a more satisfactory way, though the results from these will not be appreciated for several years.

There Are Two Sides

There are two sides to special assessments, one that may be called Administrative and the other Legislative.

These have been confused, and considerable criticism is based on the belief that new state laws are

required to improve the assessment system, when in fact present laws are mainly sufficient if the property owners see that the use of them is not subject to abuse by the governing body.

On the Administrative side, many local improvements have been set going before they were needed. This was due to promotional activities by special interests, misguided property owners and improvement associations, and in some cases local Chambers of Commerce.

In the Committee's judgment, the various departments under the jurisdiction of the planning commissions should make (1) a thorough study at the movement of the district where improvements are contemplated, and (2) a thorough study of the reasonable expectations of the future in that district.

Much improvement work has been carried out by petitioning property owners without sufficient knowledge of the financial situation. In each case an intelligent study should be made of the district to learn (1) its present financial condition, (2) the necessity for any proposed work, (3) the reasonable bonded expectancy and assessment load of the future.

All petitions requested for circulation among property owners should contain the following data:

(1) The assessed value of the district; (2) its bonded indebtedness at the time; (3) the bonded debt that would be incurred by the proposed work; (4) the future improvement needs and probable future tax rate, including special assessments. Such a statement should be issued only by the Board of Supervisors, or the City Council, and only upon recommendation of planning bodies, and should be approved by clean-cut majorities of property owners.

Much progress can be made in Administration, without legislation, by (1) an intelligent study of the district along the above lines; (2) greater cooperation between government departments dealing with these improvements; (3) more information in petitions; (4) assessing broad community improvements against the community at large rather than local districts.

On the Legislative side, certain remedies are needed, governing methods of giving full information to property owners in special assessment proceedings; holding full hearings; giving notice to property owners; expediting condemnation proceedings; giving further protection against foreclosure; providing for sale of bonds in advance, and payment of contractors as work progresses, and so on.

At the last session of the State Legislature, certain remedies failed to pass into law. In order that the legislative needs may be clearly stated, and presented to the next Legislature, the Chamber of Commerce has instituted a long series of meetings with all organizations having suggestions to make, or programs to present, concerning new legislation.

These interests include the League of California Municipalities, Los Angeles Realty Board, Municipal League, California Real Estate Association, and the planning interests as well as official representatives of the city and county of Los Angeles.

At the meetings, a common plan will be worked out, representing the entire southern portion of the State, and this plan will be embodied in a single bill for the approval of the Legislature, instead of the multiplicity of bills submitted to three previous Legislatures, as a result of confusion among different organizations working for real improvement and balance in the special assessment machinery by which we have accomplished so much in building our communities.

These recommendations have met with general favor by organizations which have been working independently, and now that we understand the advantages of presenting a united front, the evils of the assessment system should be eliminated.

When people criticize special assessments they may be complaining of cost, or their complaint may be based upon something entirely different—their lack of knowledge of the improvement, and the subsequent trouble over the payment of the assessments.

Undoubtedly, much of the criticism in the past has arisen from the rather poor checking into the property owners' records.

And this side of the subject has been carefully studied and improved so that the causes of the complaint will be abolished.

The proposed legislation, in addition to governing the cost that may be levied against any parcel of land, also insures a very much more care-

ful check on the ownership, for the reason that, before any improvement can be initiated, postcard notices must be mailed to the property owners in the district affected.

In the past, the bond houses used to take what available records they could find, and mail the bills accordingly.

Under the new procedure, the city or county officials will have to make a more careful study, in order to notify the property owners, before any proceedings are instituted, thus bringing the records more nearly up to date, with the result that the cause of most of the previous complaints will have been automatically removed.

There is one thing that cannot be stressed too strongly, and that is, that every property owner should notify the county assessor's office of his address, together with the legal description of the various parcels of property he owns.

And in addition to this, notify the local city clerk, if the property happens to be located in any of the municipalities within the confines of the county.

In the past, there have been numerous complaints of people who have notified the county authorities, and then failed to notify the local city people, with the result that a small lighting assessment charge may have become delinquent, with rather exorbitant delinquency charges.

THE WEST GOES FORWARD

Reported by

Municipal Officials, Chamber of Commerce Executives, and Others

18 PER CENT OF OAKLAND CITY EMPLOYEES WOMEN

There are 402 women, in both official and advisory capacities, now working for the City of Oakland. They constitute 18 per cent of the total number of persons employed in salaried and non-salaried positions. Of these 402 women, 397 are in official paid positions, while five are serving on unpaid boards and commissions. Of these 397 women, 346 are subject to the civil service system, while 51 are exempt. Those under the civil service system are

found largely in the clerical, library, and recreation services.

THE HOUSE OF A MILLION BOOKS

The Los Angeles Public Library consists of a Central Library, forty-nine branches and ninety-nine stations; has a circulation of 9,682,305 books and 319,512 borrowers.

Branches circulate 77% of library circulation, children's books number 2,672,000, fiction 61%. 31,500 books is the average daily circulation of entire library; 7,049 books are borrowed daily from Central Library, or 542 books per hour.

Estimate is made that the reference use of books at the Central Library exceeds circulation of books seven times. Constant use is made of the reference collections in the 15 specialized departments.

Newspaper and magazine rooms at Central Library provide 223 newspapers from large cities and 219 magazines for reading room use. (13,000 bound newspapers consulted last year.)

Reading courses available at Central Library. 1133 readers enrolled in Reading with a Purpose Course, published by American Library Association.

Oakland Has Water for Thirty Months

With the expected "new harvest" of water only a few weeks away, according to Frank W. Hanna, chief engineer and general manager of the Eastbay Municipal Utility District, Oakland today has on hand in Pardee Reservoir approximately thirty billion gallons of water, or two and a half years' supply, although the available supply was reduced by five and one-half billion gallons during the first two weeks of this month.

"The general sanitary conditions of the water supply are satisfactory," said Hanna.

Torrance, California, to Construct Water System

The city of Torrance, California, has voted to issue \$400,000 in bonds for the construction of a water system. Plans were drawn by F. G. Leonard, city engineer.

Week-End Camping Trips Prove Popular

That hundreds of Southern Californians are making use of the natural advantages afforded by the mountainous regions of this section of the state, no matter what season of the year it may be, was demonstrated today in a report of the camp division of the Los Angeles Playground and Recreation Department showing the growing popularity of its week-end camps.

Camp Seeley, in the San Bernardino mountains seventy-five miles from Los Angeles, has continued to attract many Saturday and Sunday visitors in the month following the termination of its summer season. Housekeeping and overnight cabins have received constant use, according to the report.

The municipal Boys' Camp and and Girls' Camp, both of which are in wild and remote section of Griffith Park, have both shown notable increases in their week-end attendance over that of last year the report showed.

According to figures released by the State Controller's office protection to persons and property in California cities and counties cost \$52,000,000 during the past year.

From the records of 53 years it is shown that the sun shines in Colorado an average of 67 per cent of the time. The sky is clear on an average of 151 days, is cloudy only 61 days, and partly cloudy the remaining 153 days.

IMPASSABLE trails, sage brush, and coyotes in 1925.

Today—a valley of orchards and prosperity.

The reason—Good Roads, built with Gilmore Asphaltic Road Oil and native sand—roads so economical to construct that a desert can afford them—and that withstand the strenuous changes in desert climate, making maintenance practically nil.

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MUNICIPAL PERSONNEL

James W. Stagner was named by the city council of Carlsbad, New Mexico to fill the vacancy in the office of city attorney following the resignation of **E. K. Neumann** on November 11.

Joseph Howard was unanimously elected first chief of the city of Prineville, Oregon at the meeting of the city council of November 13.

L. H. Taylor, former state highway engineer of California, was appointed maintenance engineer of the Oakland, Calif. street department on November 17.

Ed. Jackson was appointed chief of the Baker, Oregon, police department, to replace **C. P. Lawrence** who resigned following the election of November 4. **Walter Clark** was appointed municipal judge succeeding **Hugh Alfred**. The appointments were made by the newly elected mayor, **Bert Harvey**.

Dr. W. E. Weddle has been appointed city health officer of North Sacramento to succeed **Dr. F. E. McCullough**.

Charles D. Vail, commissioner, Department of Improvements and Parks, city and county of Denver, Colorado, was recently appointed state highway engineer of Colorado to succeed the late **L. D. Blauvelt**.

A. A. Elmore was elected the first mayor of Rock Island, Washington, at the election held November 26 in which the electorate also voted for the incorporation of the community.

H. R. Goold, Eugene, Oregon, superintendent of schools was selected again by the school board for another three-year term. His present contract executed in 1928 has another year to run.

Tracy R. Bouseman has been named city engineer of South Gate, Calif., to succeed **Edward M. Lynch**. Bouseman is also city engineer of Bell, Calif.

T. L. E. Haugh, who was a designing engineer for the East Bay Municipal Utility District, Oakland,

until 1929, recently joined the Verde River Irrigation and Power District, Phoenix, Arizona, as a designing engineer. The chief engineer and general manager of the district is **J. G. Baillhache**.

Charles P. Berkeley, professor of geology, Columbia University; **Louis C. Hill**, consulting engineer, Los Angeles, and **J. B. Lippincott**, also consulting engineer of Los Angeles, have been selected to review the engineering features of work under the \$38,800,000 Los Angeles water bond issue.

Mayor T. B. Waters of Klamath Falls, Oregon, announced recently that preliminary preparations for a \$70,000 bond issue for the construction of a new fire station, are being prepared by the city council.

Al May and **Wilson Burrows** were reappointed by members of the Montebello city planning commission by **Mayor W. H. Cook** with the unanimous sanction of the local city council.

Vincent Hurley, local business man was appointed chief of the Corvallis, Oregon fire department, November 11.

F. A. Fullerton, city manager, **S. D. Peterson**, city attorney and three councilmen, **C. D. Hobbs**, **M. D. Kaser** and **Bruce Shangle**, of Milton, Oregon, handed their resignations in to **Mayor James H. E. Scott** following the election November 4.

Wallace Y. Smith, former mayor of Miles City, Montana, passed away October 25, following a period of illness at his home.

Gordon Whitnal, city planning consultant to cities and director of the League of California Municipalities, spoke on a radio program of the University of Southern California over station KMPC, November 10. His subject was "The Public's Business."

Francis Drake was elected president of the Los Angeles Police Commission November 18. **Edgar T. Wehn** was named secretary at the same time. **Miss Kate Smith**

was to be a member of the commission. She is the first woman to have a place in the Los Angeles Police Commission.

Rufus Brunton of Centralia, Wash., was selected by **Tom Rowsell**, mayor-elect, as chief of police to hold office under the new administration. Brunton has had a long career in public office having served as mayor of Morton, Wash., and also as marshal in the same city.

W. M. Adamson, thrice mayor of Douglas, Arizona, and pioneer resident died at his home November 21 after a short illness. Mr. Adamson was appointed a member of the first city council following the incorporation of Douglas in 1905. At the first election held in the city in 1906 he was chosen mayor. Retiring from public office at the end of his term he devoted his time to private business for eight years. Called back into public life in 1916 he was overwhelmingly elected mayor again. At the end of this term Mr. Adamson was re-elected without opposition. Identified with all municipal achievements in Douglas throughout his life Mr. Adamson was one of the leaders in the community and a strong force for good government.

C. E. Stricken was named to replace **Rhea Luper** as Oregon state engineer. Stricken is an engineering graduate of Oregon State College and has been employed in the state engineer's department since 1912.

James L. Robertson, Mayor of Willits, California, resigned December 3. Mayor Robertson recently purchased a ranch at Irmulco, Calif., and as he is now making his residence there he is not eligible as Mayor of Willits. Following the resignation of Robertson the town board of trustees elected **John J. Keller**, oldest member of the board in point of service, to finish out the term of Mayor.

D. D. Bump was appointed City Attorney of Forest Grove, Ore., by Mayor-Elect **J. B. Bailey**. Other appointments made by the newly elected Mayor were: **H. F. Price** as

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PASADENA, CALIFORNIA

City Engineer, and Dr. Quentin
Tucker as City Health Officer.

N. A. Wilcox has been appointed
City Health Officer of Lakeport,
Calif., to succeed R. S. Russell.

Dr. W. Leland Mitchell, formerly
Health Officer of Orange County,
died recently in Budapest, Hungary.
Dr. Mitchell, since leaving California
in 1925, had been with the In-
ternational Health Board and had
been stationed in Paris and in Bu-
dapest. Only last year he had taken
a year of special study at the Johns
Hopkins University School of Public
Health. His passing marks the
loss of one of the world's outstand-
ing public health authorities.

Roy E. Steckel, a member of the
Los Angeles Police Department for
nearly twenty years, and acting
chief since December 30, 1929, was
appointed permanent chief by vote
of the Police Commission on No-
vember 6. Steckel, who was sworn
in as a police officer in 1911, has
not missed a day of service in his
career with the police department.
In the examination for police chief
held by the Los Angeles Civil Ser-
vice Commission Steckel topped the
list with a mark of 79.8.

Judge A. F. Munroe of the Ingle-
wood, Calif., Police Court, resigned
on November 24, after nineteen
years' service in this capacity.
Frank Parent, president of the In-
glewood Rotary Club, was ap-
pointed to fill the vacancy caused
by Munroe's resignation.

C. H. Jones, water supply expert,
has been called in by the city of Ar-
cadia, Calif., to investigate the city

water system and to make recom-
mendations for improvements.

Bert J. Mehl was selected by the
Palo Alto city council to succeed
Frank Love who resigned as city
street superintendent.

H. W. Yersin, has been appointed
city attorney of Gallup, New Mex-
ico, to replace H. W. Atkins who
resigned.

C. W. Lockley was named mayor
of Manhattan Beach, Calif., follow-
ing the resignation of George E.
Delevan, Jr., on November 22.

John Pengelly is a new member
of the city council of Stockton, Cali-
fornia. Thomas R. Stribley, who
has been a member of the council
for seven years, has tendered his
resignation.

Wayne Bogart was elected first
mayor of the newly incorporated
city of Gardena, Calif., by vote of
his fellow councilmen. Gardena was
incorporated August 5.

Charles E. Mead, former council-
man of Colton, and now resident of
Ontario, Calif., was appointed on
October 8 a member of the Ontario
city council. He replaces Dr. Cal-
vert L. Emmons, who has resigned.

Edward Hyatt, Jr., state engineer
of California, was elected president
of the Western Association of State
Engineers at their meeting held in
Denver, November 15. The other
officers elected at this time are:
George M. Bacon, state engineer of
Utah, vice-president; George S.
Knapp of Kansas, and M. C. Hin-
derlinder, members of the execu-

tive committee. The association,
which is made up of state engineers
of 17 western states, will meet in
Sacramento, Calif., in 1931.

Louis J. Richards has been ap-
pointed chief of police of Arcadia,
California, on November 9. Richards
has been a member of the police
force for the past three years.

Alden Ames, prominent San Fran-
cisco attorney, has been appointed a
judge in the municipal court of San
Francisco by Governor C. C. Young.

W. H. Barber, superintendent of
the Camas, Washington, water de-
partment has resigned, effective De-
cember 31.

C. F. Huddleston, sanitary in-
spector of Pasadena for more than
25 years, has resigned from this of-
fice effective January 1.

Arch L. Owens, who has been
acting chief of the Loveland, Colo-
rado, police department, was made
official chief recently. Former Chief
J. M. Williamson was critically in-
jured in an automobile accident on
August 28 and Owens has acted as
chief since that date.

J. W. McGregor has been ap-
pointed city engineer of Lompoc,
Calif. Following his appointment a
city planning commission, which re-
quires a city engineer as a member,
was appointed as follows: Council-
men Robert L. Lilley and Charles
Douglass, representing the city gov-
ernment, and the following citizens:
Harry A. Betaque, E. A. Vaughn,
J. H. Lundberg, L. E. Heiges, Mrs.
James F. McCloskey, and Mrs. Jud-
son H. Merriam.

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Bridgeport, Conn.
Crisfield, Md.
Jacksonville, Fla.
Miami, Fla.
Atlanta, Ga.
Lewiston, Idaho
Chicago, Ill.
Terre Haute, Ind.
Des Moines, Ia.
Kansas City, Kans.
Emporia, Kans.
Wichita, Kans.
Lexington, Ky.
New Orleans, La.
North Adams, Mass.
Detroit, Mich.
Kalamazoo, Mich.
Grand Rapids, Minn.
Yazoo City, Miss.
Jefferson City, Mo.
Helena, Mont.
Scotts Bluff, Nebr.
Hudson, N. H.
Wildwood, N. J.
Albuquerque, N. M.
Las Vegas, N. M.
Nashua, N. H.
Fayetteville, N. C.
Dayton, Ohio
Columbus, Ohio
Oklahoma City, Okla.
Williamsport, Pa.
Columbia, S. C.
Milbank, S. D.
Chattanooga, Tenn.
Memphis, Tenn.
Dallas, Tex.
Galveston, Tex.
Beaumont, Tex.
Seattle, Wash.
Spokane, Wash.
Moose Jaw, Sask., Can.
Honolulu, Hawaii

MUNICIPAL ASSOCIATIONS

SOUTHERN CALIFORNIA ASSOCIATION OF CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS

Whittier, November 15, 1930

By RUTH E. MEHLANDT, *Secretary-Treasurer*

ALTHOUGH the sky was o'er-cast with gray clouds and every indication pointed to a showery day, members and guests of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers, unmindful of possible storms traveled to the Quaker City of Whittier for its regular meeting.

The William Penn Hotel was the scene of activities, and it was there that a Thanksgiving dinner arranged by Mrs. Debbie Allen, City Clerk of Whittier, including turkey, cranberry sauce, and all good things of the sort, was served to the representatives of 22 cities. Delightful music during luncheon was furnished by the Quaker Trio, Florence Binford, violin; Dorothy Van Deman, 'cello, and Eldene Hamm, pianist. The girls were dressed in Quaker costume befitting the occasion and their numbers were excellent. Beautifully printed programs, furnished through the courtesy of Neuner Corporation of Los Angeles, little gray paper Quaker dolls, Thanksgiving turkeys and huge bouquets of roses graced the tables, and as the meeting opened with eighty voices singing the peppy "Start It with a Smile" song, everyone was in the best of spirits and thankful to be among those present.

Councilman W. G. Rich of Whittier was introduced as master of ceremonies and he certainly proved his right to the title. His clever comments on the happenings of the day were enjoyed much by the group.

Councilman Rich first presented to us the Honorable Warner O. Rogers, Mayor of Whittier, who made the official welcome, told us about fair Whittier, commended the friendly spirit of our organization, and then handed over the keys of the city. His cordial welcome was ably responded to by F. S. "Dad" Webster, of Burbank, who assured Mayor Rogers and his city that the association was appreciative for their fine hospitality.

Burl G. Martin, secretary of the Whittier Chamber of Commerce, was next introduced and he described a most interesting sight-seeing trip to be taken at the close of the meeting through Turnbull Canyon, a stop to be made at the Hacienda Country Club for refreshments. At the close of his announcement Mrs. J. Oliver Briton told of

an imitation of a circus callopie, during which they huffed and puffed and struggled through the melody to end with an exhaustive "shhhhhhh—" At the culmination of their program Joe Ringland led us in the Quaker yell, and he surely instilled enthusiasm into us. Not content with a mere loud noise we were instructed to raise the roof, which we did, and upset all tradition regarding Quaker meetings.

Herbert E. Harris

Herbert E. Harris, professor of Whittier College and Past District Governor of Rotary, was called upon to address on the subject of "Reaction of the People to Municipal Government." Professor Harris frankly told us that at certain periods of the year, especially right after tax bills are out, we as city officials are no less than hated by the public, and that is about the only time most people stop long enough to realize that there is a municipal government and public officials. Mr. Harris likened municipal government to an orange grove. If you go away from your orange grove without leaving sufficient funds for its operations, and it does not function to suit you, you come home, fire the hired man and hire someone else—and so with municipal government. People ignore the necessity of its operation, suddenly become aware of its existence, sometimes become dissatisfied and set about with attempts at recall. Professor Harris scored the average public for their neglect or disinterestedness in municipal affairs. He also pointed out that, in his opinion, city officials have too much of an inferiority complex and should rate themselves and positions higher than they do. He added that city officials have the greatest possibilities of all to influence the future of our state and nation and the opportunity to rally citizens around their various cities, build great centers of justice, and assist this land of ours to the greatest heights of democracy.

Professor Harris' views were most interesting and he called forth a certain sense of duty from each of us.

A. E. Stockburger

Councilman Rich next introduced City Manager A. E. Stockburger of

PRESIDENT



GLENN E. CHAPMAN
Popular and Efficient City Clerk of Glendale honored by associates.

a unique experience stating that the proposed trip was the same trip that had absolutely sold her and Mr. Brison on California and had made them choose this Southern California of ours for their home, which, if the secretary may comment, was a most fortunate event for Southern California.

During the course of the luncheon and intervening the announcements and talks, the men's quartet from Whittier College entertained. The personnel of the quartet included Joe Ringland, Harry Smith, Andrew Tomlinson and Carl Samson. Their entertainment was exceptionally fine, including numbers by the ensemble, vocal and harmonica solos by Joe Ringland, and piano solos by Carl Samson. One of the quartet numbers particularly clever was

Alhambra, whose subject was "How the League Can Be of Service to the Municipalities of the State." Mr. Stockburger reviewed the origin of the League of California Municipalities and commented upon its accomplishments, stating that the organization has not been functioning as well as it is capable of, but he pointed to the reorganization of the league and the establishment of a public utility department as definite steps of advancement.

Mr. Stockburger stated that the league should function in every field where municipalities are interested, but that such activity would be impossible without the full and complete support of its members. He called attention to the League Bulletin, issued some months ago, relative to uniform specifications and form of public liability insurance and told of the difficulties experienced in some cities because of the fact that board companies refused to bid on the insurance, as the specifications were written by non-board companies. Much discussion and argument resulted, and now finally the board companies are signifying their willingness to write special insurance for cities if they insist upon it. Mr. Stockburger pointed out that municipalities are not in the same category with individuals and are therefore not comparable in risk, and that a policy is likely to be furnished at a very acceptable rate, and all this just because cities got together through the league and worked out the problem.

Difficulty of the League

The difficulty of the league, according to Mr. Stockburger, is that the cities have not used it. It will be able to broaden its scope and grow only insofar as cities make use of it. He stated that the league has evolved a plan of action and a procedure to furnish the type of service required and that, ostrich-like, municipalities stick their heads in the sand and look for solutions of problems which the league no doubt can furnish.

Mr. Stockburger commented that years ago municipalities kept their problems to themselves. Now they meet to discuss them, and the next activity in the evolution of the system is to work together for accomplishments. He requested that the officials present call the attention of their councils to the league and made a plea for wholehearted interest and use of the organization.

Mr. Stockburger's remarks were well received and brought many of

us to the realization that we can accomplish things only by combined efforts and that we should most certainly take advantage of the opportunities afforded to municipalities through the League of California Municipalities and therefore build it and keep it a forceful organization.

Business Meeting

The gal was turned over to our worthy president, J. Oliver Brison, who conducted the business meeting.

Special introductions of Ivan Swartout, past president of the State Section of Clerks, Auditors, Assessors and Treasurers; Harry B. Riley, Assemblyman from the Seventy-first District and former City Clerk of Long Beach; George Wood, Certified Public Accountant; Emery E. Olson and Joseph M. Lowery, Chief Auditor for City of Los Angeles, were had. Mr. Lowery made an announcement of the courses in public administration being conducted at the Civic Center School at Los Angeles. Courses are offered in budgets, accounting, assessments, treasury operations and other matters of municipal interest. He particularly stressed the elementary courses in principles of accounting and public budgeting and requested that the members present consider taking the courses announced. Mr. Lowery furnished petitions for the convenience of those desiring to take up the work. His announcement was elaborated upon by Emery Olson of the University of Southern California who spoke on the great benefit to be derived from this schedule of courses.

Two communications from Wm. J. Locke, secretary-manager of the League of California Municipalities, were commented upon by President Brison, the said communication containing requests for suggestions from the association, and a committee consisting of H. C. Peiffer, City Clerk of South Gate, and Chairman W. P. Mahood, City Clerk of Huntington Park, and C. Arrasmith, City Clerk of Fillmore, was appointed by the president to study the communications and report at the next meeting.

The Annual Meeting

This being the annual meeting, the by-laws of the organization were read by J. Oliver Brison, after which the report of the secretary-treasurer showing the activities and financial statement for the year, was read, accepted and ordered filed, the financial statement being shown as follows:

Financial Statement

Receipts:	
Balance on hand January 7, 1930.....	\$ 63.70
Received from 1929 dues.....	8.00
Received from 1930 dues.....	70.00
	\$141.70
Disbursements	
Stamps for meeting notices.....	\$26.50
Cash paid out—Luncheon special guests.....	7.00
Printing of notices of meeting.....	30.75
Miscellaneous expense.....	29.50
	\$93.75
Balance on hand Nov. 15, 1930.....	\$47.95

At the close of the reading of the report, Victor D. McCarthy was called upon and presented the secretary with a most beautiful Swan Double Fountain Pen Set on behalf of the organization. His remarks during the presentation were full of subtle humor, and the secretary, much surprised and very embarrassed, received the lovely gift and attempted to express her appreciation for the same.

One would think that Christmas had arrived at the Southern California Association of City Clerks, Auditors, Assessors and Treasurers, as no sooner had the first presentation been made than Glenn E. Chapman, City Clerk of Glendale, arose and presented Mr. Brison, our president with a fine all leather, zipper golf bag. In presenting the gift to him, Mr. Chapman expressed the appreciation of the organization for the exceptionally fine service which has been rendered by Mr. Brison to us, and filled the golf bag with the kindest thoughts and best wishes for his continued happiness. President Brison was greatly pleased and received the gift most graciously.

Neale Presented

J. C. Neale, City Clerk of El Centro was present and he extended an invitation to the Association to hold its next meeting in El Centro on February 7, 1931, calling attention to the opening of the Imperial County Fair on that date as an added attraction. Mr. Peiffer of South Gate moved that the invitation of El Centro be accepted and that our next meeting be held there on February 7, the following meeting to be held the third Saturday of April in Burbank, and the motion was seconded by "Dad" Webster of Burbank and carried. Great plans are being made for the El Centro meeting, and Mr. Neal was assured of the support of the Association in securing a large attendance for the occasion.

This being the time set for the election of officers for the ensuing year, the matter was taken up. Due to the insufficiency of the by-laws

regarding the nominations for office, Ivan Swartout of San Fernando moved that the by-laws be suspended in this instance and that nominations be declared in order, which motion was seconded by H. C. Peiffer of South Gate and unanimously carried. The following persons were nominated: For President, F. S. Webster of Burbank and Glenn E. Chapman of Glendale; for Vice-President, George H. Cooper of Signal Hill; for Secretary-Treasurer, Ruth E. Meilant of Ventura. Voting was had by secret ballot, and the returns announced by the election board, consisting of Victor D. McCarthy, Inspector, George H. Wood, Judge and H. C. Peiffer and J. C. Neale, Clerks, declared the election of Glenn Chapman as President with George H. Cooper, Vice-President and Ruth E. Meilant, Secretary-Treasurer.

Mr. Chapman was immediately provided with the gavel, his token of office and after becoming much embarrassed as a red rose was placed in the lapel of his coat, he outlined his hopes for the future of the organization and requested the assistance of all members. President Chapman appointed a committee composed of Ivan Swartout, Chairman, J. Oliver Brison and H. C. Peiffer to go over the by-laws and suggest necessary amendments to the same, a report to be made at the next meeting of the Association.

Preceding adjournment, President Chapman expressed the sincere appreciation of the Association to the city of Whittier, its Council, and particularly to Debbie Allen, City Clerk, who was responsible for the arrangements of the interesting and entertaining session. Following adjournment a number of the members of the Association took the sight-seeing trip through Turnbull Canyon and to the Hacienda Country Club, and from all reports a wonderful time was had.

Those who were in attendance at Whittier, are listed as follows:

Alhambra

A. E. Stockburger, City Manager.

Burbank

F. S. Webster, City Clerk; Mrs. F. S. Webster, guest.

Calipatria

Helen M. Kims, City Clerk.

Compton

Mrs. Maude Hecock, City Clerk; Mrs. Nina Morton, guest.

El Centro

J. C. Neale, City Clerk.

El Segundo

Victor D. McCarthy, City Clerk; Mrs. Victor D. McCarthy, guest.

Escondido

John Speer, City Clerk; Mrs. John Speer, guest.

Fillmore

E. M. Hume, City Clerk; Mrs. E. M. Hume, guest; C. Arrasmith, City Clerk.

Glendale

Glenn E. Chapman, City Clerk; Jack C. Albers, City Engineer; J. W. Charleville, City Manager; Blanche H. Gartley, City Treasurer.

Huntington Park

W. P. Mahood, City Clerk.

Long Beach

J. Oliver Brison, City Clerk; Mrs. J. Oliver Brison, guest.

Lynwood

Alice M. Rutter, Mattoon Department Realty Tax and Service Company, Los Angeles.

Pasadena

George H. Wood, C. P. A.; Miss Ruby Wood, guest; A. W. Edwards, Acting Controller; Louise Morse, Secretary to Controller; L. A. Foss, Senior Accountant; Ruth Yocum, Audit Clerk; W. R. Meeks, Senior Accountant; Bessie Chamberlain, City Clerk; S. F. Cheshire, City Assessor; E. N. Alber, Junior Accountant; Hazel Whyte, Cashier.

Redondo Beach

Geo. H. Anderson, City Treasurer; C. C. Mangold, City Clerk; Mrs. C. C. Mangold, guest.

San Buenaventura (Ventura)

Ruth E. Meilant, City Clerk.

San Fernando

Ivan A. Swartout, City Clerk.

Santa Monica

H. Ivor Thomas, Auditor.

Sierre Madre

Elmer H. Green, City Clerk.

South Gate

J. W. Shope, City Treasurer; Mrs. J. W. Shope, guest; H. C. Peiffer, City Clerk; Mrs. H. C. Peiffer, guest.

Whittier

W. G. Rich, Councilman; Warner O. Rogers, Mayor; Debbie E. Allen, City Clerk; R. W. Pearson, City Treasurer; O. S. Coppock, Councilman; Mrs. W. D. Stockdale, guest; Ruth H. Pearson, Sec. to City Treasurer; Ruth Ellis, Librarian; Guy N. Dixon, Deputy Tax Collector; Wilmer C. Pyle, Deputy City Treasurer; H. J. Korthauer, Auditor; H. N. Topping, Fire Chief; Bernice Wagner, Deputy Assessor; Eldine Hamm, guest; Marjorie Morgan, guest; Florence Binford, guest; Joe Ringland, guest; Harry Smith, guest; Andrew Tomlinson, guest; Carl Sampson, guest.

Special Guests

Herbert E. Harris, Professor, Whittier College, Whittier, Calif.; Mrs. Herbert E. Harris, guest, Whittier, Calif.; Joseph N. Lowery, Chief Auditor, Controller's Office, Los Angeles; Betty Satterfield, H. S. Crocker Co., Los Angeles, Calif.; Robert M. Lawson, Certified Public Accountant, Pasadena, Calif.; Emery E. Olson, Coordination Office, U. S. C., Los Angeles, Calif.; Clifford N. Amsden, Civil Service Commission, Los Angeles, Calif.; L. B. Kenna, Chas. R. Hadley Co., Los Angeles, Calif.; Harry B. Riley, Assemblymen, 7th District, Long Beach, Calif.

Financial Statement

Receipts—	
Balance on hand, Jan. 7, 1930.....	\$ 63.70
Received from 1929 dues.....	8.00
Received from 1930 dues.....	70.00
	\$141.70
Disbursements—	
Stamps for meeting notices.....	\$ 26.50

Printing of notices of meeting:	
El Segundo notices.....	\$10.00
Supplies—Redondo notices.....	2.00
South Gate notices.....	10.00
Miscellaneous expense.....	30.75
	29.50

Balance on hand, Nov. 15, 1930..... \$ 49.95

I have endeavored to stay well within our income with the necessary expenses of the association. Through an arrangement with Wilvert's Printing Studio the meeting announcements have been printed for us most economically at about a 40 per cent discount. The Alhambra notices were printed free of charge by the Ventura Free Press, and presented to us with their compliments.

There are only a few of the participating cities of the association which have not paid the 1930 dues, but I am sure we will be able to collect the same before the end of the year. Notices for the 1931 dues will be mailed out at the beginning of the new year, and your cooperation in making prompt payment will of course be sincerely appreciated.

The work as secretary-treasurer of the association has been most enjoyable and helpful to me, and I want to express my appreciation to Mr. Brison, our excellent president, and to Mr. Wood, our program chairman, for their cooperation and for their tireless efforts in conducting the affairs of this organization and arranging such valuable programs for our pleasure and instruction.

And thus endeth another year.

Respectfully submitted,

RUTH E. MEILANT.

MEETING OF NORTHERN CALIFORNIA CITY CLERKS, AUDITORS, ASSESSORS AND TREASURERS' ASSOCIATION

Held at Burlingame November 15, 1930

By HAROLD L. HOOK, Secretary-Treasurer
Assisted by B. L. HAYS, Ex-Secreas.

Arriving at Burlingame, "The Sunshine City," in the mid of a million-dollar rain, the delegates were cordially received, properly registered by the Chamber of Commerce, and inducted into the council chambers. Here they were extended a welcome to the city by Mayor C. A. Buck, who pointed out his appreciation of such meetings as ours, together with their advantages to city officials and to their respective cities. Mayor Buck also gave us an interesting, brief history of Burlingame's city government. President John J. Lynch responded with our appreciation to the Burlingame city officials and Chamber of Commerce and introduced Judge John F. Davis, City Attorney of Burlingame.

Judge Davis gave a very interesting talk on "Zoning," in which he stated that zoning, now one of the most important factors in a well-organized municipality, has had an exceedingly rapid growth all over the country. In Judge Davis' opinion zoning should be taught in the schools, for the average citizen is not sufficiently well versed in the subject which takes into consideration property values, health, safety, beauty, setback

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lines and yard areas, the last-named being a very important point.

City Councils, Judge Davis declared, should insist that all large subdivisions should make some provision for small parks and playgrounds. Planning Commissions, on the whole, make an extensive study of this problem, and Judge Davis suggested that councils would do well to leave most of this work to them. Citing Burlingame's local case of rezoning of El Camino Real from residential to business, Judge Davis brought out many important features.

Principal speaker of the day was Hon. Carl D. Thompson of Chicago, secretary of the Public Ownership League of America, who spoke on "Public Ownership." In a humorous vein, yet serious at all times, Mr. Thompson pointed out that there are 2,581 municipally owned plants in the nation and that municipalities can borrow money cheaper than the private corporations. By this means they are enabled to render service at cost, and through this reduction of cost of operation, rates in turn can be reduced. He pointed out that low power rates are a cogent inducement for location of industries in any city. Every city should make a civic virtue of its municipal public service for the service of the community instead of having it served by outside corporations, Mr. Thompson declared. He stated that his organization would gladly forward literature upon request or would advise any persons interested.

President Lynch read a letter from Secretary-Manager William J. Locke, the subject being "Standard Methods of Filing." A committee consisting of John Blakely, Lodi; Frank C. Merritt, Oakland, and W. E. Varcoe, Alameda, was appointed to study the subject and report at the next meeting.

This being the annual meeting of the association, President Lynch appointed the following nomination committee: Eugene Smith, chairman; A. P. Ferguson and Samuel McSweeney. The committee submitted as its nominees B. L. Hays, Mountain View, for president; J. R. Murphy, Burlingame, for vice-president, and Harold L. Hock, Berkeley, for secretary-treasurer. All candidates were declared unanimously elected.

The meeting then adjourned to St. Paul's Episcopal Church, where a bounteous baked ham dinner was served by the ladies with the compliments of the Burlingame City Council. Councilman Frederick Peterson was toastmaster and proved a happy choice. The Boy Scout Band furnished excellent music throughout the dinner.

Frank N. McVeigh, manager of the Chamber of Commerce, was introduced, and, as the rain had cleared, he invited all delegates to enjoy an interesting auto trip around the city and its neighbors, Burlingame and San Mateo. A party at the Peninsula Theatre was also arranged for the delegates by the Chamber of Commerce and the management of the theater.

Each of Burlingame's city officials was introduced by the toastmaster, after which George Allen, editor of PACIFIC MUNICIPALITIES, told us of the courses in Public Administration now being given in southern schools and commented upon the accomplishments of the League of California Municipalities. In his whole-hearted way George again expressed his confidence in our organization and extended his cooperation in any way possible.

Called upon to explain the defeat of

Amendment 18 at the last election City Assessor Harold L. Hock, Berkeley, side-stepped by recommending three new books on assessing and values.

Miss Iona M. Winning, City Clerk of Los Gatos, extended an invitation to the association to hold its next meeting in her city in February. The invitation was accepted and all present were placed on the attendance committee.

Preceding adjournment President Lynch expressed the appreciation of the association to the city of Burlingame, its City Council, its Chamber of Commerce, and to Frank A. Bloom, its City Treasurer, who was responsible for the arrangements.

Those who registered were:

Burlingame

C. A. Buck, Mayor; Allan F. Hunt, Councilman; R. L. Stone, Councilman; Fred Peterson, Councilman; Harry E. Jenkins, Councilman; J. J. Harper, Chief of Police; F. A. Bloom, City Treasurer; J. R. Murphy, City Clerk; John Davis, City Attorney; Mrs. George C. Bigler, City Planning Board; Mrs. Henry Root, Civic Chairman, Community Club and District Chairman, Highways; E. P. Jones, City Planning Board; Dr. M. F. Desmond, Health Officer; C. M. Thomas, City Engineer; Esther M. Berg, Library Board; Mrs. Dodd, Library Board; Mrs. F. A. Bloom, Library Board; William Crosby, Park Commissioner; Berry E. Dunn, Water Commissioner; H. H. Janssen, Park Commissioner; H. Schuck, Superintendent Water Department; Judge Gaffey, City Judge.

Hillsborough

J. C. Nowell, City Manager.

San Mateo

W. H. Taylor, Mayor; E. P. Wilsey, City Manager; M. J. Powers, Building Inspector; L. F. Kinnell, City Judge; O. F. Burke, Chief of Police; Charles Ginever, City Treasurer.

Los Gatos

Iona M. Winning, City Clerk.

Turlock

A. P. Ferguson, City Clerk.

Hayward

J. E. Welsh, Deputy Assessor; M. B. Templeton, City Clerk and Assessor.

Mountain View

B. L. Hays, City Clerk.

San Rafael

Eugene W. Smith, City Clerk and Assessor.

Redwood City

E. A. Rollison, City Manager.

South San Francisco

Samuel McSweeney, City Clerk.

Petaluma

Gladys V. Roberts, City Clerk.

San Jose

John J. Lynch, City Clerk.

Sunnyvale

Ida Trubschenck, City Clerk.

Oakland

Clyde Wallace, Deputy City Clerk.

Berkeley

Harold L. Hock, City Assessor; Mrs. Harold L. Hock.

San Francisco

George H. Allen, Editor, PACIFIC MUNICIPALITIES; O. R. Allen, Assistant Editor, PACIFIC MUNICIPALITIES; John McGurty.

WILLAMETTE VALLEY WATERWAYS ASSOCIATION

Meeting November 24, 1930

A meeting of the Willamette Valley Waterways Association was held November 24 at the Chamber of Commerce in Oregon City.

The meeting was called to order by Mr. Eby, president of the Chamber of Commerce. In his address of welcome he explained the objects of the association and gave interesting facts regarding obtaining the improvement of the Willamette River from Oregon City to Portland. He explained the following reasons why two paper mills had not been built in Oregon City, the principal reason being transportation. The Crown Willamette Paper Company was caused to build a logjam road from Oswego to West Linn, a distance of approximately four miles, in order that they might gather material for the mills. Hawleys could raft their logs only as far as Milwaukie, and there erected a sawmill to prepare their logs for the mills operating in Oregon City and haul them by rail from Milwaukie.

After two years of work a bill has been passed by Congress appropriating money to deepen the river and eliminate the Clackamas rapids between Oregon City and Portland.

In order that everyone might see those representing the various towns, Mr. Eby called upon the members from each town to stand and be introduced by one of their members, after which a selection was given by a girls' sextet directed by Miss Clifford from the Eastham school.

Frank Jenkins, president of the association, was introduced by Mr. Eby and the meeting turned over to him, who again went into the objects of the meeting and explained that Senator McNary said that if the cities prove that the tonnage could be obtained, that he would get the money for the improvement of the river. He also explained that the object was not in any manner to hurt the railroads, but considered that there would be more work for the railroads after the completion of this improvement. He expressed much pleasure at seeing such a large gathering, by far the largest that had been held so far, indicating that the idea was selling itself to the various towns along the river.

He then called upon W. G. Ide, president of the State Chamber of Commerce of Oregon. Mr. Ide stated that in his mind there was no doubt whatever that the project was of immense value to the Willamette Valley, but all that was necessary to obtain this improvement was that all parties concerned should work together, by one mind, and present the necessary facts to prove the project. He explained the advantage that the inland cities would have by more equitable freight rates due to this inland waterway, and that all cities will lose if this waterway is not made use of.

R. H. Kipp, secretary of the Columbia Valley Association, was called on for a talk. He expressed his appreciation for those present from the Portland Chamber of Commerce. He also expressed regret on behalf of Mr. Dodson of the Portland Chamber of Commerce for not being able to be at this meeting, as he was present at the Twelfth Annual Meet-

ing of the Mississippi Valley Association, and said that three of the land men of the Association were Portland men and all were eager to assist Oregon in any similar improvement. He read a very interesting telegram from Mr. Dodson expressing his regret at not being able to be present at the meeting and advising that \$100,000,000 was being asked for to complete a five-year program for the improvement of the Mississippi River. Mr. Kipp also advised that the problem before the cities at the present time was to show what tonnage could be obtained for freight.

D. R. Black, president of the Columbia Valley Association, then spoke and also verified the statement of Mr. Jenkins' that it was not the intention of these waterways associations to in any way injure the railroads, and that the freight to be moved on the waterways was of the more bulky freight, or as may be termed the slower moving freight that could not be shipped at lower rates by the railroads. He explained that from the inland country, such as that country bordering on the Columbia and Snake rivers, it required one-fourth of the farmers' earnings to ship one bushel of wheat to Tidewater.

Mr. Culley of the Portland Chamber of Commerce was called on. The greatest problem explained by Mr. Culley was to get the people interested.

Bob Steele, secretary of the Chamber of Commerce of Eugene, spoke on behalf of the city of Salem for not being represented at the meeting and explained that they had intended having several representatives, but were prevented from coming at the last moment, and explained that the city of Salem was preparing its

questionnaire to be sent in. Mr. Steele read a copy of the questionnaire from the Lumbermen's Association regarding the increased value of stumpage, both to the stumpage of the timber located on government and on private lands. He also presented a map showing the quantity of timber in various zones adjacent to the waterways, and gave many interesting figures regarding the amount of timber available for shipment.

Mr. Mitchell of the Department of Commerce gave a specially interesting talk on the methods of compiling the necessary data to determine the feasibility of the project and stated that his department was very anxious to assist the association in getting together such necessary information and compiling it in the proper form for presentation to the board of army engineers and others to prove the feasibility of the project.

Captain Frank Smith, who has been a captain on the rivers of Oregon for forty-five years and has worked on river boats on the Columbia and Willamette for fifty-three years, gave a very interesting talk as to steamboating in the early days and believes that a boat capable of transporting one hundred tons can be run to Eugene and can operate at least six months during the year to Salem.

Mr. Spalding of the Newberg Chamber of Commerce expressed much pleasure at being at the meeting and observing the enthusiasm of those present.

Mr. McBride, manager of the Salem Transportation Company, the only steamboating company operating above Oregon City, expressed the opinion that the government was willing to do what was wanted if the information could be properly presented, and suggested that an ex-

perienced man be employed to gather all the necessary information and compile the same in a proper report to be presented to the necessary governmental parties.

It was suggested that directors of the association from the various cities be elected. It was further suggested and upon motion passed that a director be elected from each Chamber of Commerce, and that the Chambers of Commerce of the various cities be notified to elect one from their number to act as director of the Willamette Valley Waterways Association and to request that there be a full board at the next meeting to be held Wednesday, December 17, at Newberg, the secretary being requested to give notification as soon as possible.

There being no further business, the meeting adjourned.

SAN DIEGO COUNTY LEAGUE OF MUNICIPALITIES, NATIONAL CITY

By CHARLES F. RICHARDSON, Secretary

The San Diego County League of Municipalities met in regular meeting on Friday, December 4, where dinner was served at 6:30, at the Kiwanis Club House.

Following the dinner, in the absence of President Andrews and Vice-President Robert Gregory, the secretary called the League to order, and a motion prevailed that Mayor H. P. Requa of National City serve as chairman of the evening.

The minutes were read for information. The secretary-treasurer read his annual report showing receipts of \$105, with balance at the beginning of the year of



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\$377.79; expenditures, \$141, leaving a balance on hand of \$344.79.

The nominating committee presented the names to fill the offices for the ensuing year: President, Mayor W. H. Warren, La Mesa; Vice-President, Mayor Frank Wilson, Coronado; secretary-treasurer, Charles F. Richardson, El Cajon. On motion they were declared elected, the secretary being instructed to cast the ballot.

The musical features of the evening were contralto solos by Miss Bonnie Bell, being her own accompanist, with her brother accompanying with violin obligato.

Colonel Ed Fletcher was introduced and gave a wonderful historical survey of water development in San Diego County, with references to present conditions. In his address he spoke most interestingly of the development of highways in this part of the country, and also on the ever present subject of taxes, Colonel Fletcher being an expert on all three of these great subjects.

A vote of thanks was extended to Colonel Fletcher, to the musicians of the evening, and to National City for its splendid program.

El Cajon was selected as the next place of meeting, Friday, January 2. Meeting adjourned.

THIRD ANNUAL CONFERENCE OF THE PACIFIC NORTHWEST ASSOCIATION OF PLANNING COMMISSIONS

Friday and Saturday, November 14, 15, Winthrop Hotel, Tacoma, Wash.

The third annual conference of the Pacific Northwest Association of Planning Commissions met for a two-day session in Tacoma, Wash., Friday and Saturday, November 14 and 15, with headquarters in the spacious Hotel Winthrop. A large number of city planners from Washington, Oregon and Vancouver, Canada, were present.

On the program were General Robert Alexander, president of the association; Mayor Melville G. Tennent of Tacoma; Arthur G. Smith, president of the Vancouver town planning commission; John Davidson, representing the Town Planning Institute of Canada; C. A. McClure, secretary of the Portland City Planning Commission; R. H. Thompson, Seattle City Engineer, and J. W. A. Bollong, Seattle traffic engineer.

Other speakers were: J. W. Allan, vice-president of the association; Albert J. Harrison, secretary of the zoning by-laws board of appeals, Vancouver, B. C.; Charles Alden of Seattle; C. H. Scharf, Tacoma Planning Commission; T. R. Hower, Portland City Planning Commission; Prof. E. A. Buck, vice-president, Vancouver Town Planning Commission; Prof. Charles Wilcox, University of Oregon; E. F. Chase, president of the Kings County Regional Planning Commission, and D. G. Copen, secretary of the Seattle City Planning Commission.

George W. Wilson was appointed to the city council of Laguna Beach at a meeting held by the council on November 26, to fill the place left vacant by the resignation of R. L. McCrea. Wilson also becomes commissioner of health and public safety.

Santa Clara County Health Department Expands

The public health work of Los Gatos, Mountain View and Sunnyvale will, after December 1, be carried on by the county health department, under contracts with those cities.

The health department will assume the complete health service work in the three communities December 1 under the direction of Dr. C. M. Burchfiel at varying costs. Los Gatos will pay the county \$420 yearly, Mountain View \$300, and Sunnyvale \$240 for the health service, which is of the same type as that now available in San Jose and Palo Alto.

Signing of the contracts marks the first definite advance in a program of adequate public health service for the entire county. Several other communities are contemplating turning over their health work to the county, including Santa Clara and Willow Glen.

Under the new plan the three communities will receive the benefits of food, milk, food supplies and water inspections and other inspec-

tions which the department deems necessary.

The county school department and its staff of health nurses have been put under the direction of Dr. Burchfiel to aid in the health plan. Dr. Doxey Wilson, county hospital superintendent, will provide laboratory service. Three field inspectors are now working full time performing sanitary inspections.

A main issue of the service is detecting and preventing the spread of communicable diseases. Other county communities are expected to follow the leadership taken by the three communities.

Assisting Dr. Burchfiel in the health service is an advisory board composed of Dr. Walter Brown, Stanford University public health medicine instructor; Dr. Doxey Wilson, county hospital superintendent; Joseph E. Hancock, county superintendent of schools, and Supervisors A. L. Hubbard, Joseph McKinnon, C. C. Coley, Henry Ayers and Henry Hecker.

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MUNICIPAL BRIEFS

Albany, California.—A bond issue of \$130,000 for school improvements was passed by the voters in the November election.

Antioch, California.—The contract for the construction of the new Antioch Live Oak High School to cost \$150,000 has been awarded to the Mathews Construction Company of Sacramento.

Beverly Hills, California.—Plans for the proposed city hall to be built in the near future are being drawn up by Koerner & Gage, architects. The cost of the building will be approximately \$400,000. The project will be financed by the sale of a block of the \$1,000,000 bond issue already passed.

Bisbee, Arizona.—Plans for a \$210,000 school house for the Lowell school district are being prepared by Lescher and Mahoney, of Phoenix, Arizona.

Clyde, California.—A contract calling for the construction of a 1,500,000,000 gallon reservoir to be located here has been let by the California Water Service Corporation to serve the central section of Contra Costa County. Plans also include the erection of a dam.

El Nido, California.—At the bond election November 17, the El Nido Irrigation District voted \$135,000.00 in bonds to construct necessary canals, etc. This district contains 9,000 acres of land, valued at \$565,000.00, and is now served by wells.

Fallon, Nevada.—Construction has begun on the new city hall to cost \$100,000. The contracts for the building were awarded to Ernst Gebelhoff and Thomas Reese.

Glendale, California.—Bids are being received by City Clerk Glen E. Chapman, for a 35,000,000 gallon reservoir. The work will involve 26,000 cubic yards reinforced concrete, 238,322 square feet of roof area, 160,000 cubic yards excavation, 10,000 cubic yards tamped embankment, 22,000 cubic yards earth covering to be placed on top of concrete roof.

Gustine, California.—Work began December 10 on the new bridge at "Fremont Ford" over the San Joa-

quin River—one of the last links in the Gustine-Merced Highway.

Hillsborough, California.—A contract for the construction of a stucco and frame fire engine house costing \$11,258 has been awarded to H. T. Holsher of San Mateo.

Long Beach, California.—Plans are rapidly going forward for the construction of an outdoor theatre to be built in Recreation Park. The project is under the direction of Charles R. Hunt, director of municipal and school recreation.

Los Angeles, California.—The old coal-hod type of firemen's helmet worn by the Los Angeles fire department, has been discarded in favor of new steel helmets similar to those worn by members of the American Expeditionary Forces in France.

Merced, California.—Building permits for November were above normal. Seven permits for new buildings valued at \$35,680.00 and seven for alterations valued at \$3,105.00 were issued during the month, a total of \$38,785. Among the permits issued was one for the new San Joaquin Light and Power Building on 15th and M Streets.

During 1931 two important conventions will be held at Merced, the State Dairy Council in February, and the State Farm Bureau in October or November.

Monrovia, California.—The possibility of extending the city water system to the foothill area of Gold Hill and Clover Leaf Canyon is being studied by H. S. Gierlich, City Engineer.

Oakland, California.—Plans for a new high school to replace the burned Fremont School at 45th and Foothill Streets are being prepared by Charles W. McCall architect. The building will cost about \$400,000.

Ogden, Utah.—A storm sewer to cost \$45,000 is being planned by the city engineer to be located on 24th Street.

Olympia, Washington.—A 2,500,000-gallon reservoir and a 250,000-gallon elevated storage tank on East

Side Hill is under contemplation by the city water department.

Pasadena, California.—A municipal auditorium to cost \$1,050,000 will be started in the near future here. The plans for the structure have been approved by the city. School improvements to cost \$375,000 are under way in this city, which include a new junior high to cost \$250,000, additions to Muir Technical high school costing \$75,000, and an auditorium to cost \$250,000.

Portland, Oregon.—A bulletin which gives information of interest to firemen is being published by the fire bureau under the direction of Battalion Chief French. Appointments, transfers, discharges, and other actions of the bureau are recorded.

Portland, Oregon.—Plans for the new city incinerator to cost \$300,000 have been completed according to announcement by City Engineer O. O. Laugaard. Selection of the site will be made within a short time and building will begin immediately thereafter.

Portland, Oregon.—The construction of the \$1,000,000 public market will soon be underway. The plans drawn up by Lawrence, Holford, Allyn and Bean, architects, have been approved and the contract for the construction has been awarded to the Ross B. Hammond Company.

Portland, Oregon.—Plans are underfoot here for the construction of a new city hall to cost \$1,250,000. According to present plans the matter will be submitted at the next election. It is proposed to use the present city hall as a museum for stuffed animals and birds and exhibits of the stone age.

Reno, Nevada.—The sewage disposal plant now in the process of construction will be completed early in 1931. The completion of this plant will relieve the present condition which makes Reno dependent on adequate flow in the Truckee River for disposal of municipal sewage.

Roseburg, Oregon.—The boundary lights of the American Legion

municipal airport were turned on December 1 following their installation. The lights show clearly the approach to the 2200-foot gravel runway. Plans are now being prepared for construction of a hangar and office building.

San Bernardino, California.—Booklets prepared by the Metropolitan Water District have been issued here to explain the advantages to be derived by Southern California with the construction of Boulder Dam and the aqueduct.

San Carlos, California.—\$11,258 has been appropriated by the city of San Carlos, California, for enlarging and improving the city hall. The contract for the work has been awarded to Moody J. Henry of Burlingame.

San Diego, California.—The advantages of forming a metropolitan water district in San Diego is being made by a committee appointed by the Chambers of Commerce of La Mesa, El Cajon and Lemon Grove.

San Francisco.—An electrically driven centrifugal pump with a capacity of 5,700 g.p.m. against 10-foot head will be installed at the San Francisco Mills Field Municipal Airport according to plans of City Engineer M. M. O'Shaughnessy.

San Francisco.—\$500,000 has been appropriated by the board of supervisors for improvements on school buildings in the City and County of San Francisco.

The \$35,000,000 bond issue for the construction of the Golden Gate bridge passed by a huge majority. Plans are already prepared for this enormous project and construction will begin in the early spring.

The bond issue of \$850,000 for the construction of a new city and county jail to be situated in San Mateo County was favorably voted on at the November election.

Two bond issues, totaling \$5,200,000 for improvements on the municipal airport and the construction of a municipal incinerator failed to receive the necessary two-thirds vote by a slight majority.

Plans for the James Lick Junior High School to cost \$650,000 are being prepared by Crim, Resing & McGuinness, architects of San Francisco.

Seattle, Washington.—A substructure for the Diablo Power House of the municipal water system to cost \$279,847 will be con-

structed by the Ward Construction Company, 1218 North Alder Street, Tacoma, Washington, who were the low bidders on the project.

Seattle, Washington.—Water distribution improvements to cost \$2,000,000 will soon be underway as an aid to the unemployment situation. Plans call for the laying of a 66-inch pipe from Molasses Creek in the Cedar Rapid watershed to the Leo Street Standpipe on Beacon Hill. A 48-inch pipeline will be placed from the Leo Street Standpipe to city-owned tract.

Seattle, Washington.—Construction will start immediately on the city light tower to cost \$1,750,000. The plans adopted were prepared by Earl W. Morrison.

South Bend, Wash.—Plans No. 1 and No. 2 of the special water system bonds and the issue of \$4,000 to purchase new equipment for the fire department were passed by the voters of South Bend at the election held here November 5. In the special water system bond proposition, Plan No. 1, asking an issue of \$250,000 for the purpose of erecting and operating a municipal water system, passed by a vote of 320 to 121, and proposition No. 2 asking whether the city should as-

a part of its proposed water supply system, owned by the Puget Sound Power and Light Company, for not to exceed \$90,000 cash or water bonds passed by a vote of 225 to 150.

Sparks, Nevada.—A sewage disposal plant to serve the needs of the city of Sparks, Nevada, is now under construction to be completed early in 1931.

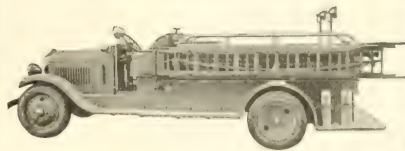
Wilmington, California.—\$346,000 has been appropriated by the city for the construction of a large intercepting sewer. The first part of the sewer will be constructed in the East Wilmington district, to serve the area between Anaheim and Grant Streets, extending from Railroad Avenue to Long Beach City boundary. The second unit will be a cross-town intercepting main from this system to the western city limit at Mar Vista Avenue, linking all existing mains. The system is designed to connect with any harbor disposal methods which the city may adopt, either the proposed independent sludge treatment plan or the county metropolitan outfall sewer system.

Yakima, Washington.—A special election to consider a \$100,000 sewage disposal plant is being considered by the city council of Yakima.

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RECENT COURT DECISIONS

Reported by WILLIAM J. LOCKE

Secretary-Manager, League of California Municipalities

RECENT COURT DECISIONS

Zoning.—On October 11, 1930, the supreme court of Kansas handed down a decision in the case of *Hoel et al. vs. Kansas City et al.*, holding that a zoning ordinance cannot be declared unlawful merely because it prohibits speculative uses which the owner might desire to make of the property at some future time. The property in question, together with all other property in the blocks immediately north and south, was zoned for commercial uses. An amended ordinance changed it to residential property. The court sustained the change notwithstanding the fact that no reason appeared in the record why the city council deemed it necessary or advisable. (291 Pac. 780.)

Tax Deed.—On September 8, 1930 the Cal. App. Court handed down a decision holding that a tax deed was not invalid merely because the amount specified in the granting clause exceeded the amount set forth as being due on the bond which represented the street assessment, saying that the law under which the sale was made did not require the notice to state how much was due on the bond. (Tasker vs. Nieto, et al., 291 Pac. 688.)

City's right to run electric line through another city.—On September 22, 1930, the Cal. App. Court held that a statute which authorizes a city to bring an action to obtain an adjudication of the conditions under which it might construct an electric line through another city, was not unconstitutional. (City of Los Angeles vs. City of South Gate, 291 Pac. 654.)

Questionable Contracts.—On September 29, 1930, the supreme court of California handed down a decision holding that ordinarily no recovery can be had for a quasi agreement for work performed under contracts wholly beyond the city's authority, the mode of contracting as prescribed by the city charter being the measure of power. However, the court held that, under the charter, when it is undesirable or impossible for the city to adver-

tise for bids for doing particular work, the requirement for competitive bidding is not applicable, and that additional oral agreements made by the city manager with a dredging contractor regarding intermittent cessation of work and the transportation of dredged materials over a more circuitous route were not subject to the charter requirements for competitive bidding; and that if the additional oral agreements were ratified by the city council they became binding on the municipality. (Los Angeles Dredging Co. vs. City of Long Beach, 291 Pac. 839.)

Street Opening Assessment.—On October 6, 1930, the supreme court of Washington handed down a decision holding that the commissioners appointed in a condemnation proceeding to assess the benefits which would be derived from the opening of a new street did not have to take into consideration the assessed value of the property. (In re City of Bellingham, 292 Pac. 113.)

Municipal Indebtedness.—On October 7, 1930, the supreme court of Oklahoma denied a rehearing in a case which involved the question as to what constitutes municipal indebtedness, and handed down a decision holding that a municipal indebtedness is created at the time the contract is made rather than when the claim is presented for payment or the warrant issued; also that the words "existing indebtedness" as used in the constitutional limitation did not include any indebtedness incurred for public utilities; and further that "bonded indebtedness" is incurred at the time the bonds are authorized and delivered rather than when the election is held. (Faught vs. City of Sapula, 292 Pac. 15.)

Limitation on presentation of claims.—On October 27, 1930, the Cal. App. Court handed down a decision holding that an ordinance which prohibits the council from considering any claim against the city unless such claim was filed within a year after the last item accrued was a valid exercise of mu-

nicipal authority and applicable to contractual obligations on the part of the city. In the case in question the city had entered into a contract for the construction of a culvert and it appeared that all interest in the contract had been assigned to a bank. After completion of the work the city paid the contractor despite the assignment. Two years afterwards the bank presented its claim whereupon the city council refused payment on the ground that the same had not been presented within a year. The court held that the ordinance was valid. (First National Bank of Monterey Park vs. City of Whittier, 292 Pac. 661.)

Prohibiting Billiards in Club.—On October 11, 1930, the supreme court of Utah handed down a decision holding invalid an ordinance which defines "clubs" and "club rooms," prohibits the keeping of any billiard or pool table therein, and makes it unlawful for any person to play billiards or pool in such club room. (American Fork City vs. Robinson et al., 292 Pac. 249.)

Contract to buy equipment from Utility savings creates debt.—On September 30, 1930, the supreme court of Oklahoma handed down a decision holding that the purchase by a city of equipment for use in the city's public utility, under an agreement which provided that the equipment should be paid for over a period of years out of the savings accruing to the city from use of such equipment, and that the city should not be liable for payment except out of such savings, creates an indebtedness under the constitution and laws of Oklahoma, which indebtedness is void unless authorized by assent of the qualified voters at an election held for that purpose. (Zachary vs. City of Wagoner et al., 292 Pac. 345.)

Zoning—Reference to Planning Commission.—On November 8, 1930, the supreme court of Kansas handed down a decision holding that where a city has been mapped and zoned according to ordinance and the state law, and there is a statutory provision which requires that all proposed changes from one

zoning classification to another shall first be referred to the city planning commission, an ordinance making such changes, which has not been first submitted to the city planning commission, is null and void; and any such change may be enjoined by a property owner aggrieved thereby. (Armourdale State Bank vs. City of Kansas City, 292 Pac. 745.)

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Proper Park Use.—On October 20, 1930, the Cal. App. Court handed down a decision holding that a log cabin (representing a pioneer home) erected in a park and open to the public was not a diversion from park purposes and was therefore a proper park use. The evidence showed that the log cabin in question was used by war veterans and other societies having for their object, besides benevolent and social purposes, the collection of historical data, etc., and that their meetings were open to the public. (Vale et al. vs. City of San Bernardino, 292 Pac. 189.)

Municipal Liability.—On October 28, 1930, the Cal. App. Court handed down a decision holding that a plaintiff who was seeking damages from the city for the drowning of his son in a tidewater lagoon maintained for public recreation was under the necessity of proving negligence on the part of the city. Evidence showed that the city received no revenue from the lagoon. More than six months before the accident the city had had the lagoon deep-

ened to 25 feet, and, although a lifeline was stretched across the channel, there were no markers or notices indicating the depth of water. However, it was proved that deceased had notice from his companions that the channel suddenly deepened a few feet out from shore. (Scott vs. City of Long Beach, 292 Pac. 664.)

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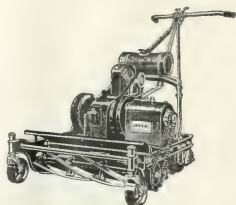
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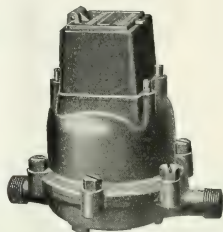
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SECRETARY'S PAGE

(Continued from Page 512)

men be good as well as smart, and the success of government is measured by the happiness of its people.

PROCEEDINGS OF THE LONG BEACH CONVENTION

We are still receiving orders for copies of the Long Beach proceedings but they are not coming in as rapidly as they should. Apparently many city officials do not realize the importance of securing a copy of these proceedings for future reference. Surely it is important to every city official that he know how the other city officials feel about such questions as a division of the gasoline tax money, for instance, or the liability of cities and their officials for defective streets. The proceedings contain a report of every word that was uttered on these subjects, and it is the duty of every city officials to be fully informed concerning them.

ORGANIZATION OF THE PUBLIC UTILITY SERVICE DEPARTMENT

City officials throughout the state will be interested in learning that Walter W. Cooper, at present residing in the city of Oakland, has been appointed manager of the League's Public Utility Service Department. This action was taken in conformity with the action of the convention held recently in Long

Beach in adopting the report of the special committee which had been appointed in the matter. The establishment of this department is undoubtedly one of the most important steps the League has ever taken for the benefit of its member cities.

Mr. Cooper's record of achievement is one of which any man might well be proud. He is an outstanding figure in the public utility world and the League is to be congratulated on securing his services for the cities of California.

Mr. Cooper will have an office at the League headquarters in San Francisco on or after January 1, and our members are urged to consult him about any and all public utility matters in which they may be interested.

HANDBOOK

It is the plan of the secretary-manager to get out a new edition of the handbook as soon as possible following the close of the next session of the Legislature, and it is intended that the new edition will take a form that will be appealing to educators throughout the state as well as to city officials.

Nothing is so essential to the cause of better government than education. We have numerous institutions to educate young men and women for managing private business, but there are very few places where they may go to prepare themselves for the handling of public business, in other words, the business of government.

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